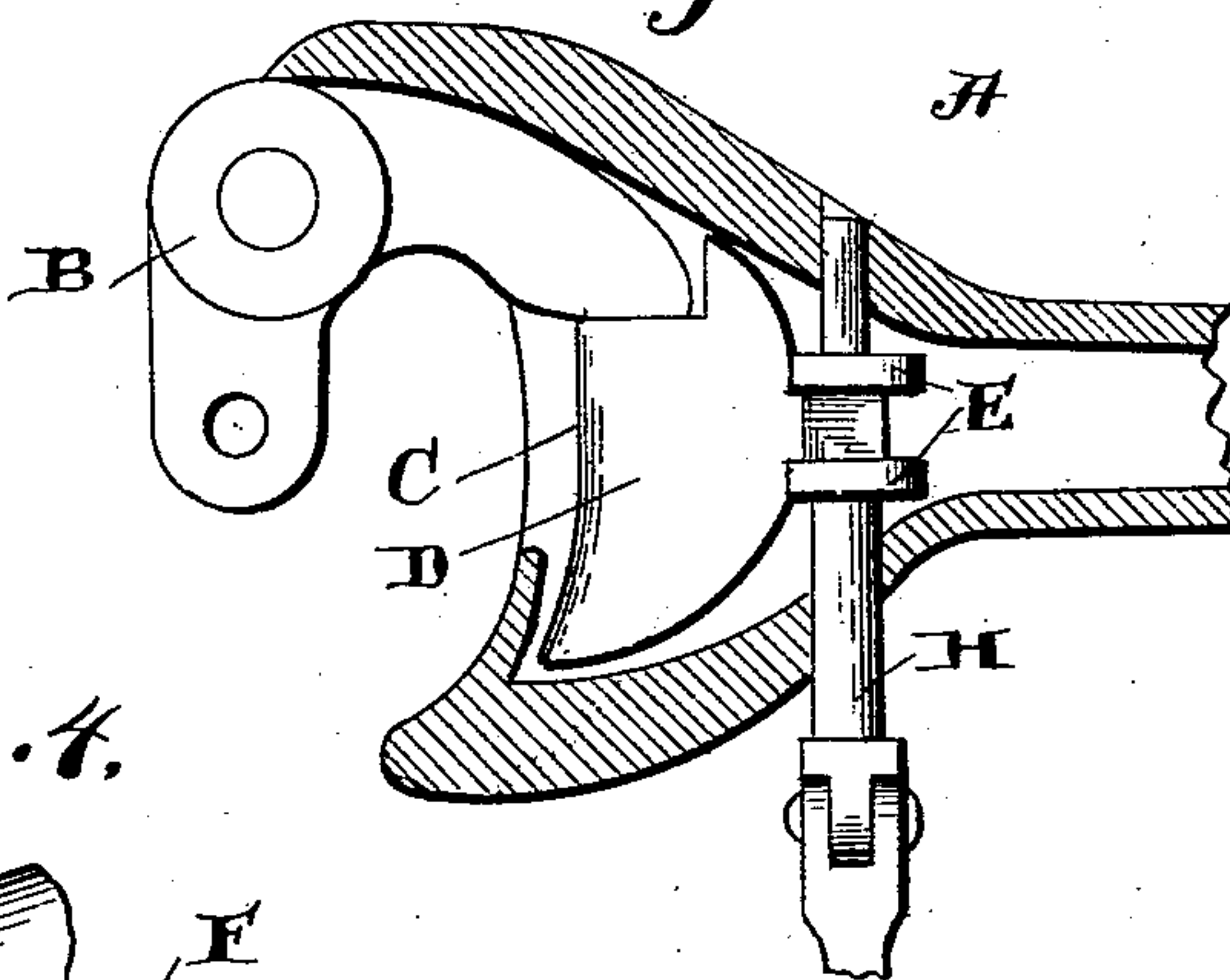
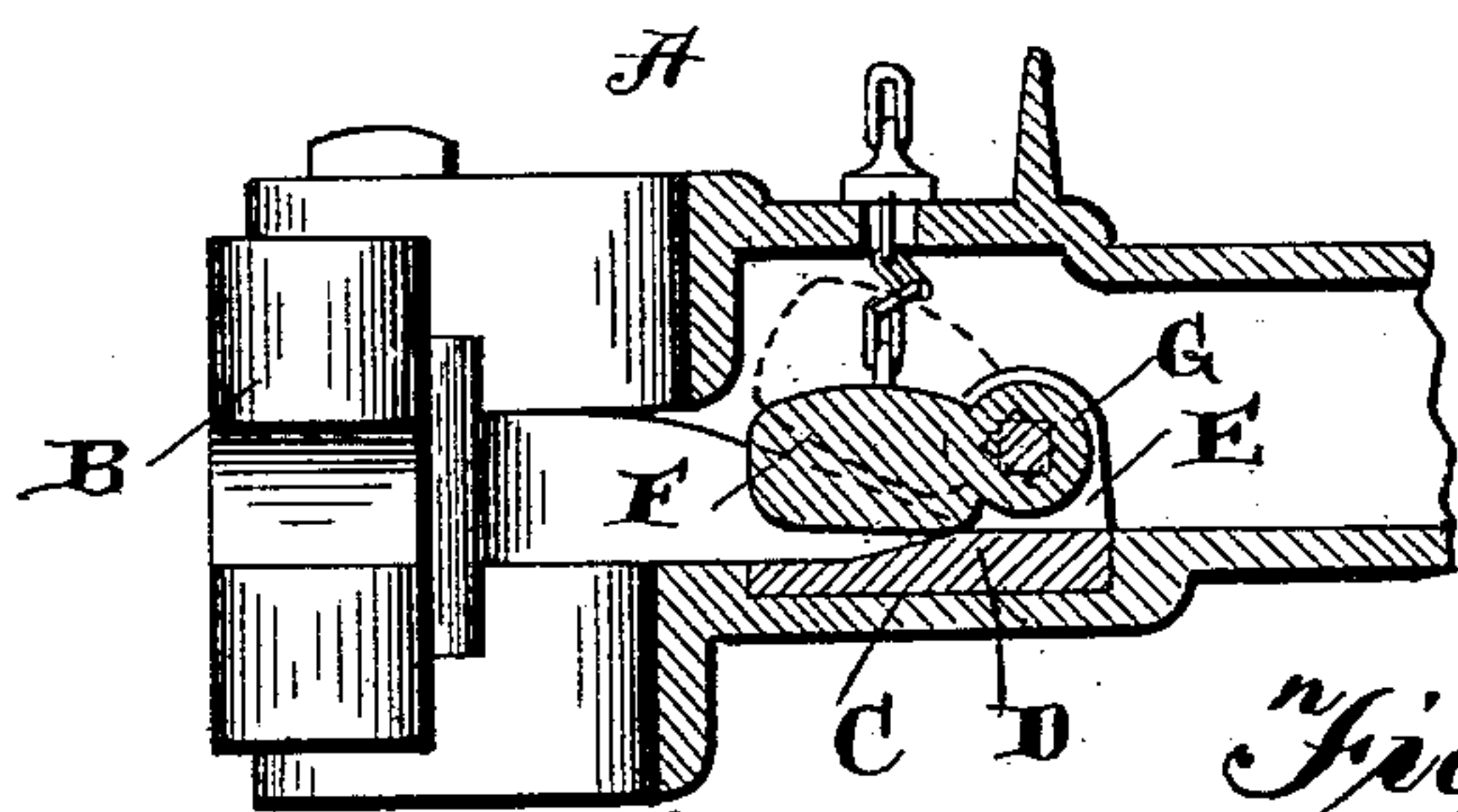
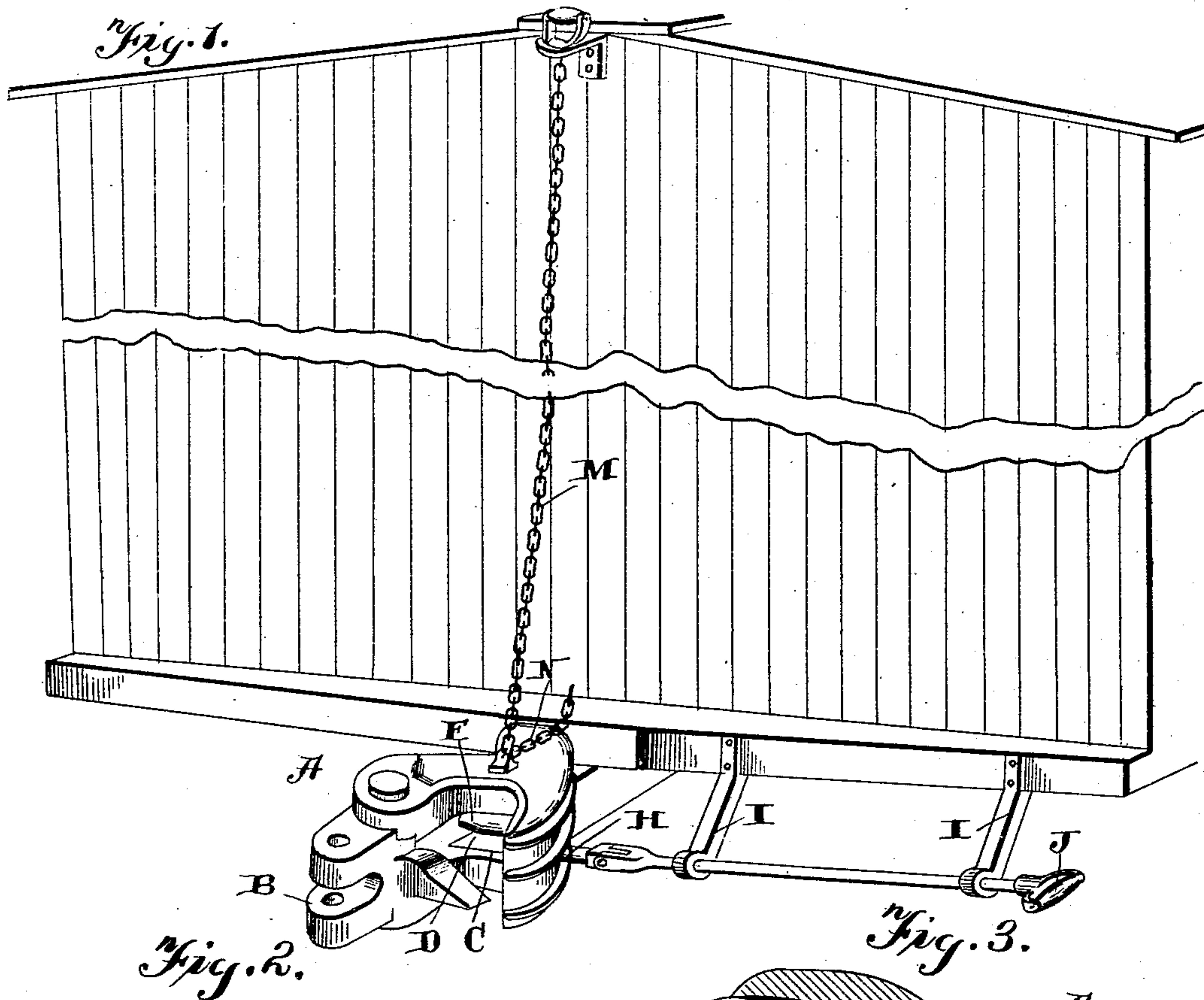


(No Model.)

J. C. TAYLOR.  
CAR COUPLING.

No. 563,095.

Patented June 30, 1896.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN C. TAYLOR, OF FINDLAY, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 563,095, dated June 30, 1896.

Application filed December 19, 1895. Serial No. 572,661. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN C. TAYLOR, of Findlay, in the county of Hancock and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

This invention pertains to car-couplings, and has reference more particularly to the latch mechanism for holding the swinging jaw. The invention consists in the novel features of construction hereinafter fully described and claimed, and illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of my improved coupling in position upon a car. Fig. 2 is a vertical longitudinal sectional view of the same. Fig. 3 is a plan view of the interior of the draw-head with the latch removed. Fig. 4 is a detail perspective view of the latch mechanism.

A designates the draw-head, which is made in two longitudinal sections which are suitably secured together, and pivotally mounted in the draw-head in the usual manner is the swinging jaw B. The bottom surface of the interior of the draw-head is recessed, as indicated at C, Fig. 1, and adapted to rest in this cavity or recess is the latch-head D, which at its rear end is provided with the vertically-extended separated ears E. The vertically-swinging latch F is mounted over the head D, and its rear end has the perforated ear G, which extends between ears E. Projected inward through the wall of the draw-head and through ears E and G is the turning bar H, the same being squared to fit the squared recess through ear G. The bar is mounted upon hangers I, depending from the car ends, and carries a suitable handle J, whereby the bar may be turned and the latch F raised to release the swinging jaw. The said jaw is formed upon its forward edge with notch K, and is beveled upward upon its under side, so that the reduced extremity of the jaw may pass between the latch and the head D, thus automatically raising the latch until the notch therein is reached by the jaw, when

the same will fall to position and lock the jaw within the draw-head. It will be observed that the forward extremity of the latch upon the side opposite its engagement with the swinging jaw is of tapering form and moves in a correspondingly-formed recess of the draw-head, so that all strain brought to bear upon the latch is communicated directly to the draw-head.

A chain M extends from the latch F upward through the top of the draw-head and to the top of the car, where it is conveniently secured, and where it may be drawn upon by the brakeman when it is desired to uncouple the cars. A branch chain N extends from this chain M and is secured to the forward portion of the car, so that if the draw-bar (not shown) should break, the draw-head in pulling out from the car would create such a pull upon said chain N as to cause it to raise latch F and thus uncouple the cars and prevent the draw-head from falling upon the track and causing a wreck.

The latch mechanism herein shown and described is of simple construction and when necessary may be easily and readily removed for repair or replaced, as the occasion may require, and by its use all strain is communicated directly to the draw-head, both upon its bottom and its sides, so that the latch mechanism is not liable to become broken through strain.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination of the draw-head formed with a depression, a head fitting in said depression and held to position by the depression-walls, the latch pivoted to swing vertically on said head, and the jaw adapted at its inner end when turned inward for locking to extend between the head and latch and thus automatically move the latch from its path but which is held positively thereby from outward movement, substantially as shown and described.

2. An improved car-coupling comprising the draw-head, the removable head fitting within the draw-head cavity, the ears extended vertically from the said head, the latch arranged over the said removable head, the ear depending from the latch, a pivotal rod



securing the said latch and head together, the latch-operating mechanism and the swinging jaw, substantially as shown and described.

3. An improved car-coupling comprising  
5 the draw-head, the swinging jaw therein, the head removably secured in the draw-head, the separated, perforated ears raised vertically from the rear side of the said removable head, the swinging jaw positioned over  
10 the said removable head adapted to be raised automatically by the swinging jaw, the ear upon the rear end of the said latch which extends between the ears of the removable head, the laterally-extending turnable rod or bar  
15 extended through the said ears and squared at its point of engagement with the ear of the latch, whereby when the rod or bar is turned

the latch will be raised, substantially as shown and described.

4. An improved car-coupling comprising 20 the draw-head, the swinging jaw therein, the latch for locking the jaw within the head, the chain extending from the latch to the top of the car for operating the said latch, and the short chain connecting the first-named chain 25 with the base of the car, for the purpose, substantially as herein shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN C. TAYLOR.

Witnesses:

LEWIS D. FIRMIN,  
JOHN POE.