

No. 646,288.

Patented Mar. 27, 1900.

W. F. JOHNSON.
CAR COUPLING.

(No Model.)

(Application filed Jan. 25, 1900.)

Fig. 1

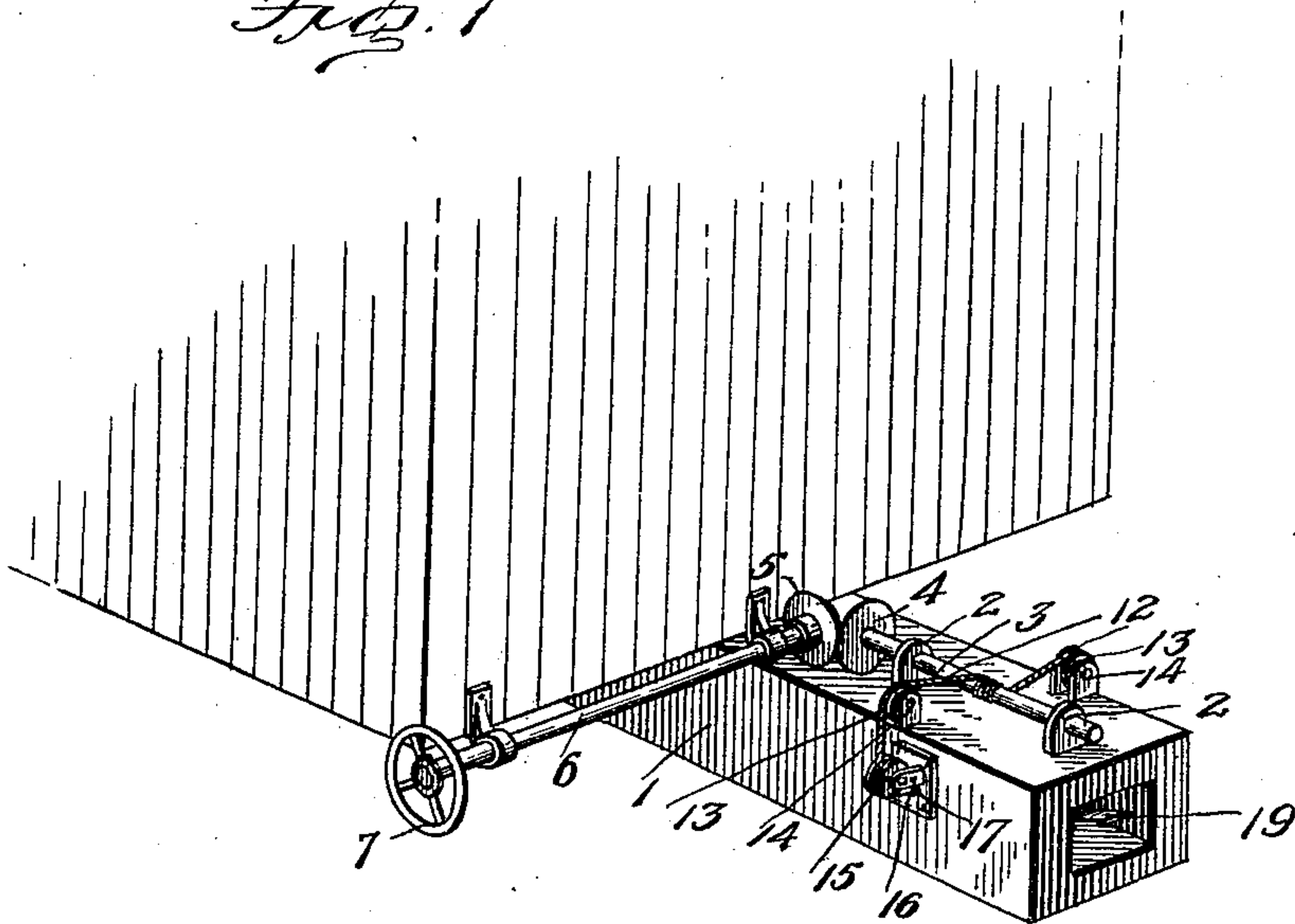


Fig. 2

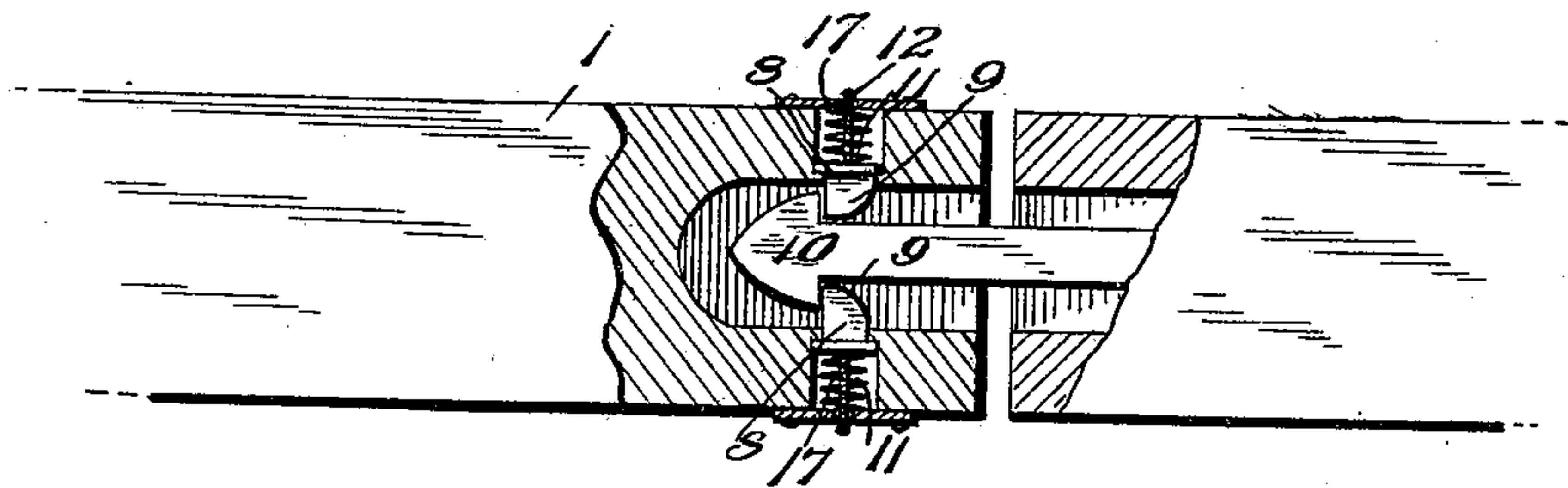
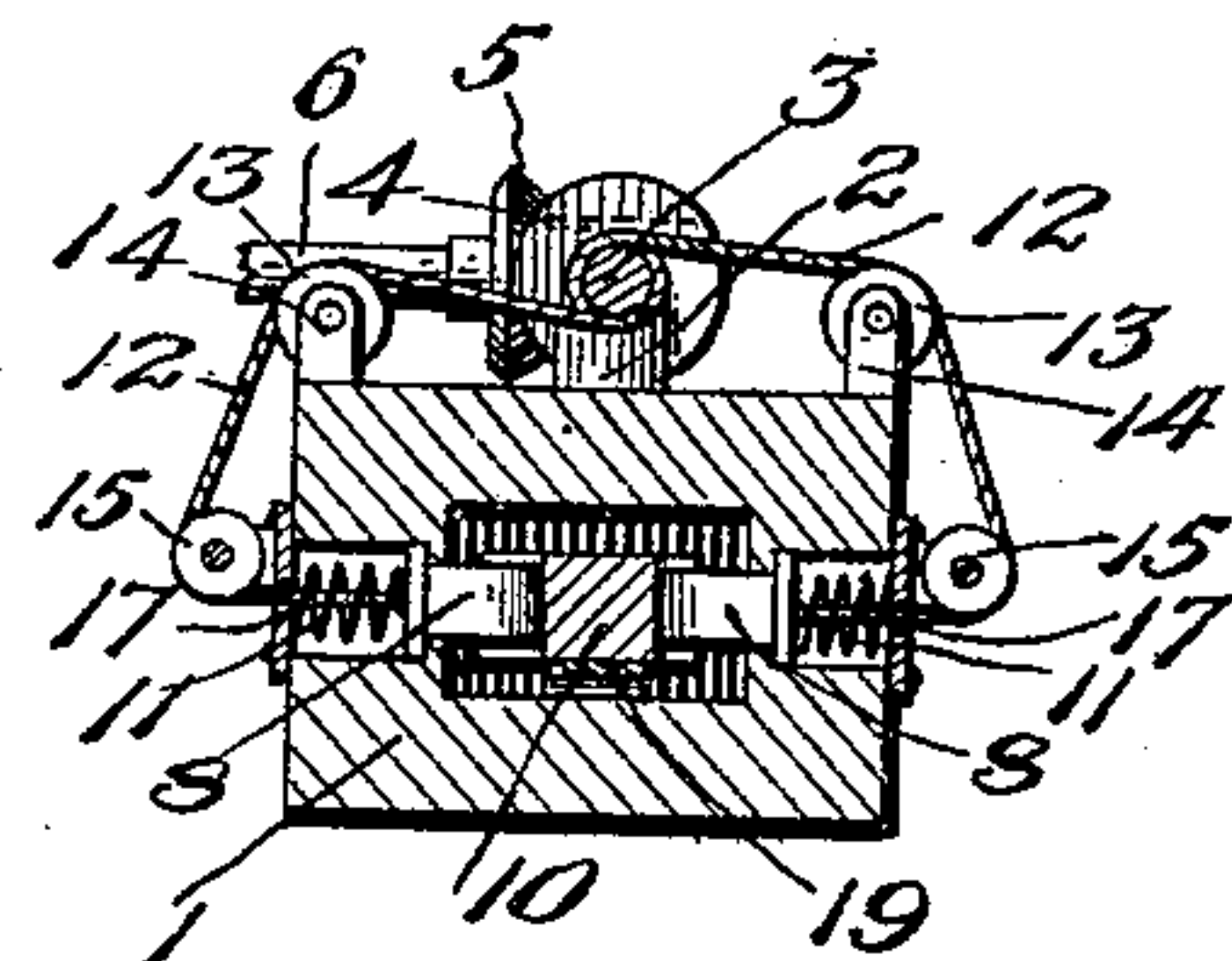


Fig. 3



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM FRANKLIN JOHNSON, OF HIGH HILL, MISSISSIPPI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 646,288, dated March 27, 1900.

Application filed January 26, 1900. Serial No. 2,706. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM FRANKLIN JOHNSON, a citizen of the United States, residing at High Hill, in the county of Leake and State of Mississippi, have invented certain new and useful Improvements in Car-Couplers; and I do 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 appertains to make and use the same.

The invention relates to car-couplers, and more particularly to that class of couplers which automatically lock the cars together.

The object of the invention is to provide a car-coupler of this character which shall be simple in construction, durable in use, and comparatively inexpensive of production.

With this object in view the invention consists in certain features of construction and combinations of parts, which will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is perspective view of a portion of an end of a car, illustrating the application of my invention. Fig. 2 is a transverse horizontal sectional view through the draw-head, and Fig. 3 is a cross-sectional view through the same.

In the drawings, 1 denotes the draw-head of the coupler, upon the upper side of which is journaled in brackets 2 a shaft 3, the rear end of which is provided with a miter-gear 4, which meshes with a similar gear 5, fixed to a vertical shaft 6, journaled in brackets secured to the sides of the car. This shaft 6 is provided with a hand-operated wheel 7.

8 denotes jaws pivoted to the sides of the draw-head and having beveled ends 9 to be engaged by the arrow-head link 10.

11 denotes springs for returning the jaws to their normal position across the draw-head after the arrow-head of the link has passed the same, and thereby preventing the accidental withdrawal of said link.

12 denotes two ropes or chains secured to the shaft 3 and extending over pulleys 13, journaled in brackets 14, and thence around

pulleys 15, journaled in brackets 16, and thence through apertures 17 and connected to the jaws.

19 denotes a leaf-spring for holding the arrow-head link in horizontal position, so that it will direct itself into the companion coupler-link in coupling the car.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my improved car-coupler will be readily apparent without requiring an extended explanation.

It will be seen that the device is simple of construction, that said construction permits of its manufacture at small cost, and that it is exceedingly well adapted for the purpose for which it is designed, and it will of course be understood that various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

In a car-coupling, the combination with the draw-head, spring-actuated jaws journaled in said head provided with inclined ends, a shaft journaled upon the upper side of the draw-head extending lengthwise thereof and provided with a beveled pinion, ropes or chains connected to said shaft and passing over guide-pulleys and through the side of the draw-head and connected to the jaws, and an operating-shaft secured to the end of the car and provided at one end with a hand-wheel and at the other end with a coacting beveled gear, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM FRANKLIN JOHNSON.

Witnesses:

LESTER GILBERT,
CHARLEY FREENY.