

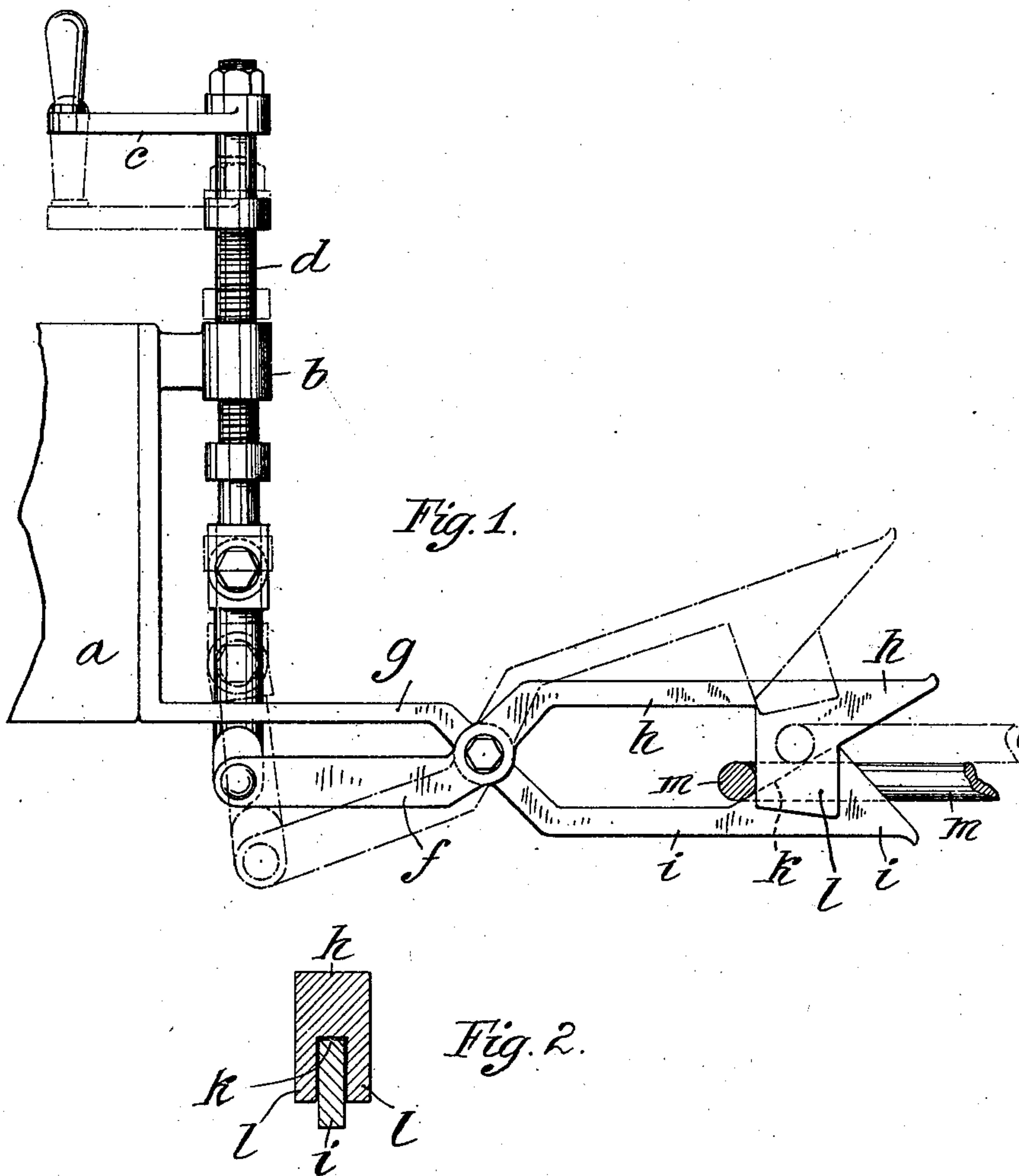
No. 720,687.

PATENTED FEB. 17, 1903.

W. GRAUPNER.
CAR COUPLING.

APPLICATION FILED SEPT. 4, 1902.

NO MODEL.



Witnesses.
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UNITED STATES PATENT OFFICE.

WILHELM GRAUPNER, OF JARMEN, GERMANY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 720,687, dated February 17, 1903.

Application filed September 4, 1902. Serial No. 122,056. (No model.)

To all whom it may concern:

Be it known that I, WILHELM GRAUPNER, master smith, a subject of the Emperor of Germany, and a resident of Jarmen, Prussia, German Empire, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention relates to car-couplings, and particularly to couplings which are to be operated from the platform of the car.

The invention is illustrated in the accompanying sheet of drawings, in which—

Figure 1 shows the coupling closed in side elevation, the opened position being shown in dotted lines. Fig. 2 is a cross-section of the draw-head as illustrated in Fig. 1.

In the construction of a car-coupling according to my invention I use a draw-head *g*, formed like a pair of tongs, the one leg of which is firmly secured to the car-frame *a* by means of an angularly-shaped upward extension, which extension at its upper end carries a screw-threaded bearing *b* for a vertical screw-spindle *d*. This latter is operated by a crank *c* and has its lower end linked to the free leg *f* of the tongs-like draw-head, so as to operate the bit of the said tongs. This latter consists of the upper hook-shaped jaw *h*, of the usual construction, having its forward end obliquely shaped, and of the lower jaw *i*, which has its gripping end beveled on both sides. The surface *k*, which acts against the upper hook *h*, fits snugly against the beveled end of said hook when the draw-head is closed, as shown in Fig. 1. The upper hook-

shaped jaw *h* of the tongs is provided with two flat downward extensions *l* on each side, which extensions grip over the jaw *i* on both sides of the oblique surface *k*, as clearly shown in Fig. 2.

The operation of the coupling is as follows: When the cars are brought together with the coupling open, the draw-bar *m* enters with its eye the bit of the draw-head, so as to rest on the oblique surface *k*. By now closing the coupling by means of the screw-spindle *d* and crank *c* the eye *m* of the draw-bar is forced down the surface *k* by the coöperative action of the extensions *l* and the said surface, and finally the hook *h* grips into the eye *m*, thus securing the coupling in the position shown in full lines in Fig. 1.

Having now particularly described my invention, I claim—

In a car-coupling, the combination of a draw-head in form of a pair of tongs, a screw-spindle mounted against the platform of the car and adapted for operating said draw-head, a screw-threaded bearing for said spindle, an oblique surface on the lower jaw of the bit of said draw-head and downward extensions at the upper jaw which on both sides grip over the said oblique surface for forcing a draw-bar to be received within the bit downward behind the coupling-hook, substantially as described.

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