

(No Model.)

D. D. NOLLEY.
CAR COUPLING.

No. 519,092.

Patented May 1, 1894.

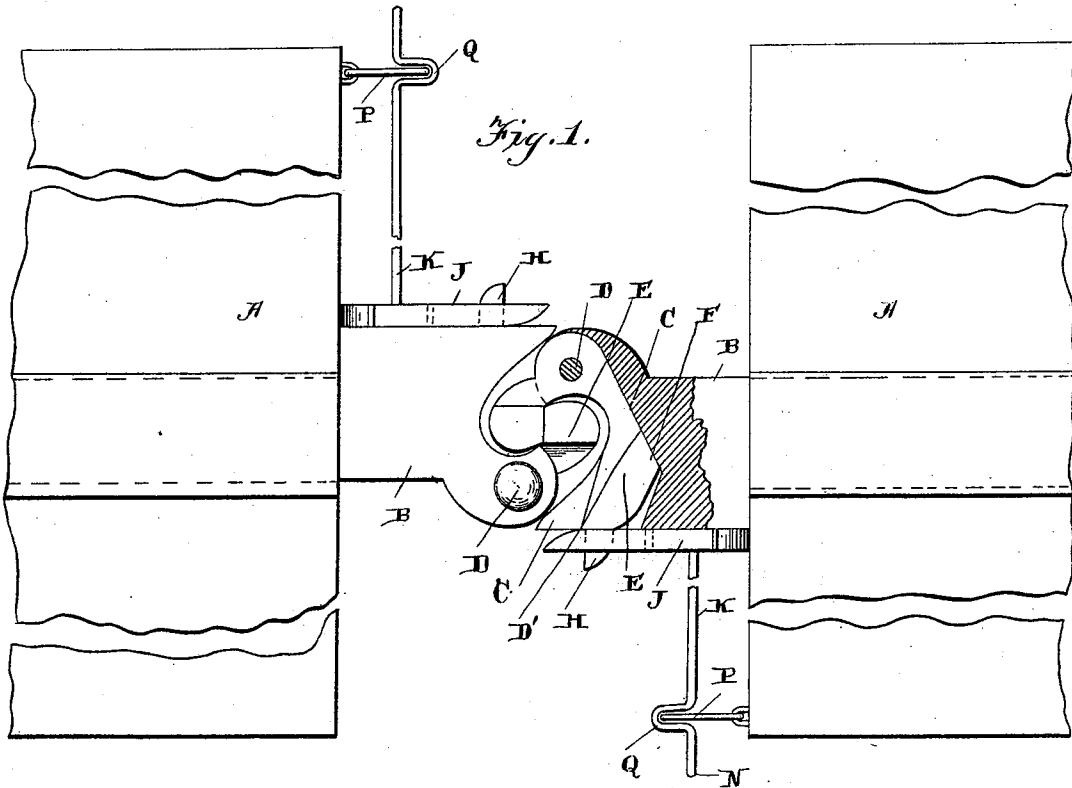


Fig. 3.

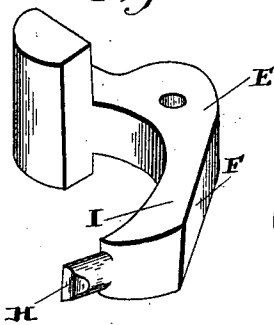


Fig. 4.

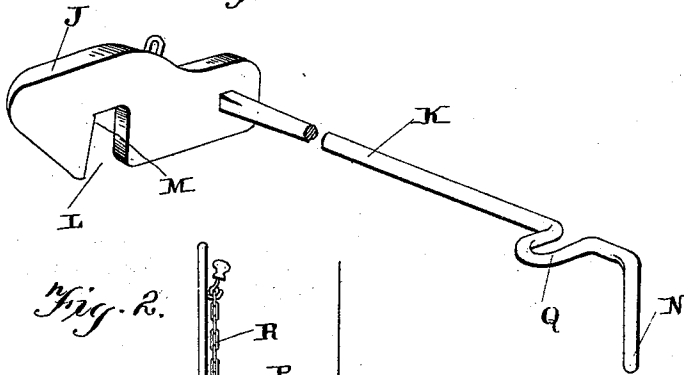
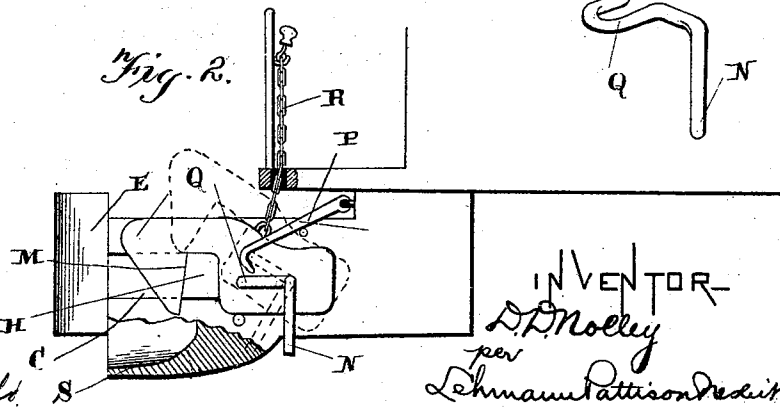


Fig. 2.



WITNESSES—

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UNITED STATES PATENT OFFICE.

DAVID D. NOLLEY, OF WILSON, NORTH CAROLINA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 519,092, dated May 1, 1894.

Application filed August 16, 1893. Serial No. 483,311. (No model.)

To all whom it may concern:

Be it known that I, DAVID D. NOLLEY, of Wilson, in the county of Wilson and State of North Carolina, have invented certain new and useful Improvements in Automatic 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.

My invention relates to improvements in automatic car couplings, and it consists in the particular construction and arrangement of parts which will be fully described hereinafter and particularly referred to in the claims.

The object of my invention is to provide an automatic car coupling of the twin jaw pattern, which is constructed as hereinafter shown and described, whereby the same is made simple, durable, easy to operate, and not liable to get out of order.

In the accompanying drawings: Figure 1, is a plan view of my invention, one of the jaws of the coupling being shown in section. Fig. 2, is a side elevation of one of the draw heads. Fig. 3, is a detached perspective view of one of the pivoted jaws. Fig. 4, is a detached perspective view of the latch and the shaft for operating the same.

Reference being made to the drawings, A indicates the cars and B the draw heads. The inner ends of the draw heads B are provided with recesses C for the reception of the jaws E, which are pivoted at one side of the draw head upon a pivotal bolt or pin D. It will be noticed that the inner end of this recess C is provided with a straight portion D', and the jaw provided with a corresponding straight portion F, upon its inner edge for abutting the straight portion and receiving the endwise push or pressure of the jaws when the cars are pushed together.

By reference to Figs. 1 and 3, it will be seen that the jaws E have their inner portion I extend entirely across the draw head and through a slot in the adjacent side thereof, this end or portion of the jaw being, though not necessarily, provided with a reduced extension H, with which the locking latch J en-

gages for holding the jaws in a locked position when the cars are coupled.

The latches J, shown clearly in Fig. 4, are pivoted upon a shaft K, which extends transversely through the draw head in rear of the opening C, and which are rigidly secured to the said shaft, so that when the shaft is turned the free ends of the latches are raised, as will be readily understood. The free ends of these latches are provided with vertical recesses or notches L, which receive the reduced extensions H of the jaws, and the outer edges of these latches are cut away or beveled, as shown at M, so that when the jaws are forced inward the latches are automatically raised until the extensions H register with the openings L, when the latches will of their own gravity drop down upon extensions H, thus locking them securely in position.

Attention is directed to the fact that the outer walls of the recesses or notches L, are slightly beveled, so that as they move downward upon the extensions H they become tighter and thus lock the jaws against any back and forth play, as will be clearly seen.

The shaft K has one end extended out to or about to the outer side of the car, as shown in Fig. 1, and has its end bent laterally downward to form a handle N, by means of which the shaft can be turned up or down and the latch raised or lowered according to whether the coupling is to be uncoupled or coupled.

It will of course be understood that unless the latch becomes jammed the same is automatic in the coupling operation and the shaft need only be turned for the purpose of uncoupling the same. A hook P has its inner end loosely connected with the car and its opposite end is adapted to engage with the lateral bend Q in the shaft K, so that when the latch is raised the hook can be caught in this bend, as shown in Fig. 2, for the purpose of holding the latch up and prevent the cars from coupling when so desired.

In Fig. 2, the coupling is shown attached to a passenger or other car having a platform as usual, and in this instance if desired, a chain or lever R will be made to extend up through the platform and be suitably connected with the latch so that when the same is operated the latch will be raised, thus preventing the necessity of dismounting from the car for the

purpose of uncoupling. By having the jaw extended entirely across the draw head and through the same, so as to permit a latch upon the outer side of the draw head, the locking arrangement is less liable to get out of order than were the same within the draw head, and when by accident the same is jammed or otherwise injured, it is readily gotten at for the purpose of holding the cars coupled, or if necessary a chain could be attached to the projection H and to a convenient part of the car if the latch is jammed or broken in any way by an accident. So also if desired, the chain or lever R when the coupling is applied to freight cars can be made to extend to the top of the car, so that the same can be operated by the brakeman without descending therefrom.

Extending from the under side of the draw head, and under the recess in which the opposite jaw rests, is a projection S for the purpose of holding the jaw up within the draw head should it become pulled out which is not infrequently the case in long freight trains. Where something of this kind is not provided the jaw will drop through and on the track thus causing a wreck by getting under the wheels of the car and derailling the same.

From the above description it will be seen that I have produced a very simple and yet durable automatic twin jaw car coupling, which is so constructed that the brakemen are not compelled to go between the cars for the purpose of coupling or uncoupling.

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

1. In a car coupling, the combination of a drawhead having a horizontal recess, one end of the recess extending to the outer side thereof, of a jaw pivoted within the said recess with its free end projecting through the open end of the slot beyond the drawhead, and a latch pivoted to and supported at the side of the drawhead and extending parallel therewith, the free end of the latch engaging the projecting end of the jaw for locking it, substantially as shown.

2. In a car coupling the combination of a draw head having a recess in its inner side, the inner wall of the recess having a straight portion, of a jaw pivoted to one side of the said draw head and extending through the opposite side thereof, the said jaw provided with a corresponding straight portion for engaging the straight portion of the inner wall of the jaw, and a lock engaging the projecting end of the jaw, substantially as specified.

3. In a car coupling the combination of a drawhead having a recessed inner end for the reception of the jaw, a jaw pivoted at one side of the draw head and extending through the opposite side thereof, and a latch pivoted at its inner end to the side of the drawhead and having its free end engaging the projecting end of the jaw, substantially as set forth.

4. In a car coupling the combination of the draw head having a recess in its inner end and extending to one side thereof, of a jaw pivoted in the opposite side of the draw head and its free ends extending through the openings of the draw head and beyond the side of the draw head, and a latch pivoted in rear of the free end of the jaw and engaging the same, and a shaft extending from the latch to or near the outside of the car for operating the same, substantially as specified.

5. A car coupling comprising a draw head having a recess in its inner end, a jaw pivoted in one side of the draw head and its opposite end extending through the draw head, a latch pivoted in rear of the said recess and to the outer side of the jaw, the free end of the latch having a locking notch for engaging the extended end of the jaw, and a shaft extending outward from the latch for operating the same, substantially as shown.

6. A car coupling comprising a draw head having a recess in its inner side, a jaw pivoted to one side of the recess and extending through the opposite side of the draw head, a latch pivoted in rear of the said recess and at the outer side of the draw head, the free end of the latch having a hooked end adapted to engage the extended end of the jaw, and a beveled portion beyond the hooked portion whereby the same is automatically tightened, substantially as described.

7. A car coupling comprising a draw head, a jaw pivoted thereto at one side and having its opposite end extended through the draw head, a latch for engaging the extended end of the jaw, a shaft attached to the latch for operating the same, the said latch having a lateral projection, and a hook upon the car adapted to engage the said projection for holding the said latch uncoupled, substantially as set forth.

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

DAVID D. NOLLEY.

Witnesses:

G. W. BALLOCH,
ROLAND A. FITZGERALD.