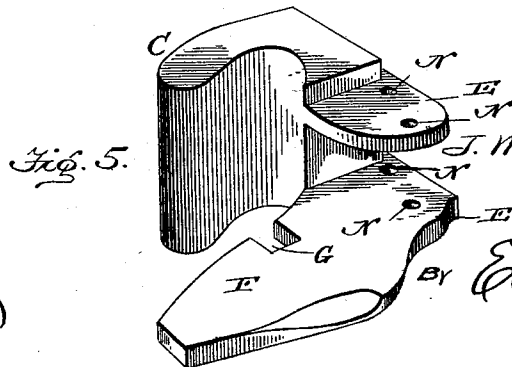
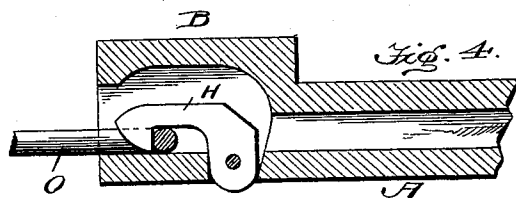
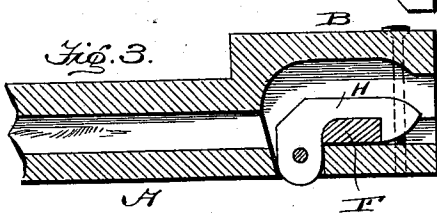
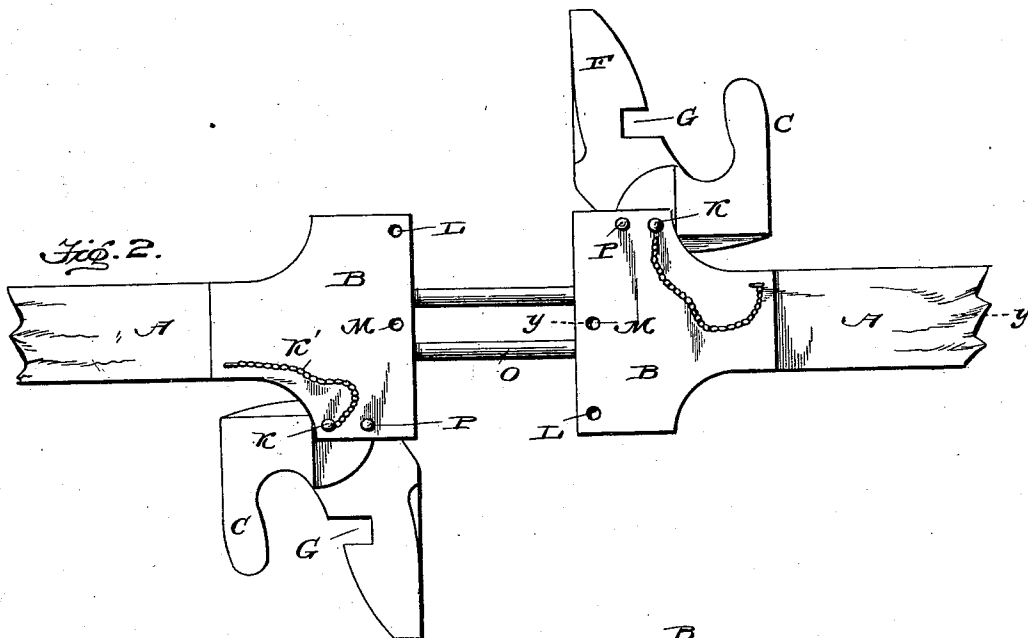
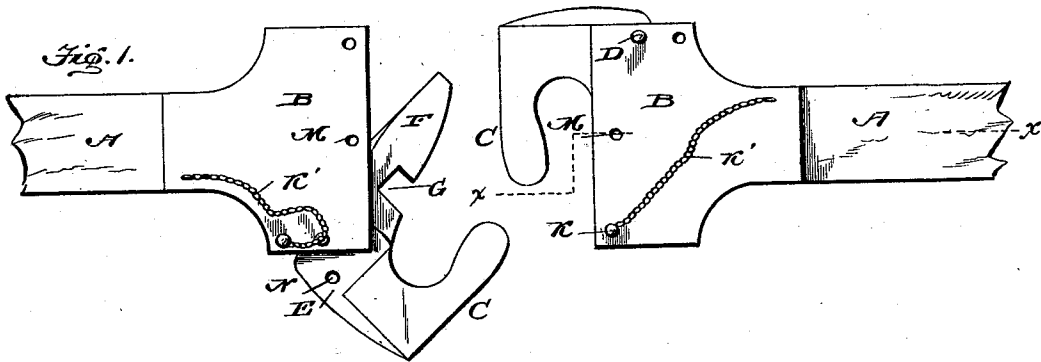


(No Model.)

J. W. KLINGLER.
CAR COUPLING.

No. 507,015.

Patented Oct. 17, 1893.



Witnesses:

Wm. C. Ashieen
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Attys.

UNITED STATES PATENT OFFICE.

JOSEPH W. KLINGLER, OF BEAVER SPRINGS, ASSIGNOR OF ONE-HALF TO
CHARLES KLINGLER, OF SALEM, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 507,015, dated October 17, 1893.

Application filed July 31, 1893. Serial No. 481,992. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH W. KLINGLER, a citizen of the United States, residing at Beaver Springs, in the county of Snyder and State of Pennsylvania, 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 appertains to make and use the same.

My present invention relates to improvements in the car coupling shown and described in Patent No. 487,532, granted to me on December 6, 1892; and the object of this invention is to provide means whereby, when it is desired to use the automatic coupling, the outward movement of the swinging jaw can be limited to maintain the arm of said jaw in position to be struck by the jaw of the other member of the coupling as the cars come together.

With these ends in view my invention consists in the peculiar construction and arrangement of parts as will be hereinafter pointed out and claimed.

In the accompanying drawings—Figure 1 is a plan view of a car coupling embodying my improvements. Fig. 2 is a similar view showing the coupling adapted for use with a link. Fig. 3 is a longitudinal sectional view on the line $x-x$ of Fig. 1. Fig. 4 is a similar view on the line $y-y$ of Fig. 2. Fig. 5 is a detail view of the swinging jaw of one member of the coupling.

Like letters of reference denote corresponding parts in the several figures of the drawings, referring to which—

A designates a suitable draw bar and B is a draw head rigidly attached to or formed integral with said bar.

To the draw head B is pivotally connected a swinging jaw C. The jaw C is preferably connected to the draw head by a vertical pivot rod D that extends through aligned passages formed in the draw head and parallel pivot lugs, E, on the jaw. The lugs E project from one face of the swinging jaw and are fitted in parallel slots formed in the draw head. The lower pivot lug of the swinging

jaw has an arm F rigidly attached thereto or formed integral therewith; and in the forward edge of said arm is formed a notch or recess G.

When the coupling is in use and the swinging jaws of the members thereof are interlocked the forward hooked end of a gravity latch H fits in the recess or notch G and serves to hold the jaw in its closed position. The latch H is arranged within a vertical slot in the draw head and extends slightly below the lower side or surface of said head so that it can be connected with a suitable operating crank or lever by which it can be raised to release the swinging or movable jaw when it is desired to uncouple two cars or to place the coupling in readiness for use. The swinging jaw is also maintained in its closed position by means of a locking bolt or pin, K, that is adapted to be inserted in a passage, L, formed in the draw head B and extend in advance of and close to the arm, F, of the movable jaw, as shown in Fig. 3. The locking bolt or pin K is preferably connected with the draw head by a small chain or cable, K', so that it will not be lost when not in use; and at such times it may be inserted in a socket M formed in the draw head.

In the pivot lugs, E, of the swinging jaw are formed aligned passages, N, and when the swinging jaw is moved out as far as possible to enable the draw heads of adjacent cars to be connected by a coupling link, O, of ordinary form, as shown in Fig. 2, said passages align with a passage P formed in the draw head in rear, and a slight distance to one side of the passage through which the pivot rod, D, extends. The swinging jaw may be maintained in such open position by inserting the locking pin, K, in the aligned passages, N, P. When a link O is employed it is engaged and held in position within the draw heads by means of the latches H therein.

To limit the outward movement of the swinging jaw, and bring the arm F thereon in proper position to be struck by the other member of the coupling as the cars come together, the pin K is inserted in the passage P in the draw head and extends across the pivot lugs E of the swinging jaw. When the pin

K is in this position it is impossible for the jaw C to be swung out any farther than the position shown in Fig. 1. After the cars have come together and the swinging jaws of the members of the coupling become interlocked the pin K can be removed from the passage P and inserted in the passage L to aid in holding the jaw in its closed position.

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

1. The combination with a draw head, of a swinging jaw pivoted to the head, and a pin adapted to be fitted in a passage formed in the draw head, in rear of the pivot of the movable jaw, to limit the outward movement of the swinging jaw, substantially as described.

2. The combination with a draw head, of a

swinging jaw pivoted to the head and provided with a passage adapted, when the jaw is fully open, to align with a passage in the draw head, and a pin adapted to fit in the aligned passages in the swinging jaw and draw head, substantially as described.

3. The combination with a draw head, of a swinging jaw provided with a laterally extending pivot lug, and a pin adapted to be passed through a passage in the draw head and the pivot lug of the swinging jaw, substantially as and for the purpose described.

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

JOSEPH W. KLINGLER.

Witnesses:

JAY G. WEISER,

HENRY MAURER.