

J. W. HART & W. S. LAWRENCE.
Car-Couplings.

No. 149,753.

Patented April 14, 1874.

Fig. 1.

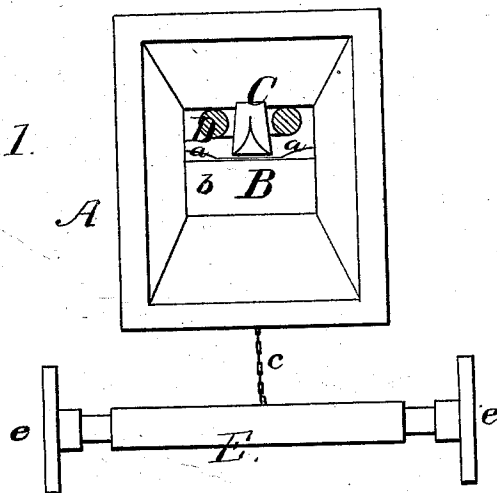


Fig. 2.

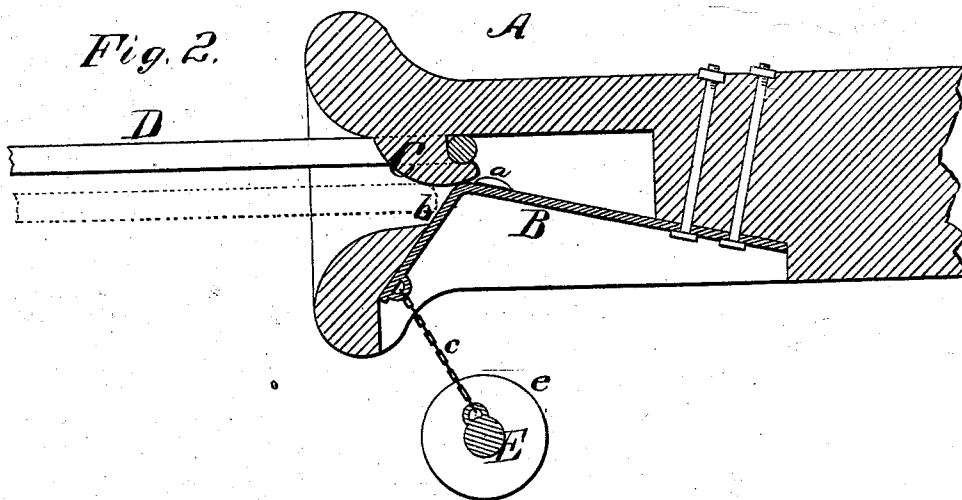
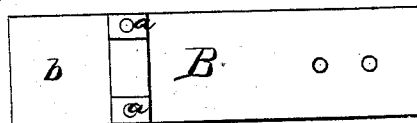


Fig. 3.



WITNESSES

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By

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UNITED STATES PATENT OFFICE.

JOHN W. HART AND WILLIAM S. LAWRENCE, OF WINCHESTER, KY.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **149,753**, dated April 14, 1874; application filed March 7, 1874.

To all whom it may concern:

Be it known that we, JOHN W. HART and WILLIAM S. LAWRENCE, of Winchester, in the county of Clarke and State of Kentucky, have invented a new and valuable Improvement in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of an end view of our car-coupler. Fig. 2 is a sectional view, and Fig. 3 a detail view, of the same.

This invention has relation to car-couplings of the self-coupling and self-uncoupling kind; and it consists in a spring-jaw of peculiar shape, combined with a link-hook and applied inside of a buffer or draw-bar having a flaring mouth, as will be hereinafter explained.

In the annexed drawings, A designates a draw-bar having a flaring mouth, and B is a steel jaw, which is applied in a recess made into the draw-bar, and rigidly secured at its rear end, as shown in Fig. 2. The front portion of this spring is bent at an obtuse angle, so as to form an inclined portion, *b*, below the angle, against which portion the end of the link D strikes, and is guided by it into the mouth of the draw-bar in making a coupling. At the angle or ridge formed by the bent portion *b*, two shoulders, *a*, are applied, between which the link is received when in the coupling. These shoulders *a* are beveled so that should a car run off the track, the link will

ride upon one or the other of them, and depress the jaw B far enough to allow the link to escape from the draw-bar. Above the angle of the jaw B is a hook, C, behind which the link is held by this jaw, as shown in Fig. 2. It will be seen from the above description that the spring-jaw B affords a support for the link D, and holds this link up behind the link-hook C, so that under ordinary circumstances the link cannot become casually detached from its hook. The link is detached from the draw-bar by means of a chain, *e*, which is attached at one end to the spring-jaw B, and at the other end to a shaft, E, supported in bearings below the draw-bar, and extended out to the sides of the car-platform, and provided with hand-wheels on its ends, by means of which an uncoupling can be effected without going between the platforms, and endangering life or limb.

This improved car-coupler is applicable to cars as now constructed, and the improved devices are applicable to the well-known draw-bars at a very trifling expense.

What we claim as new, and desire to secure by Letters Patent, is—

The angular spring-jaw B, having the bevel-shoulders *a*, in combination with the link-hook C, as and for the purpose set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

JOHN W. HART.

WILLIAM S. LAWRENCE.

Witnesses:

COLUMBUS THOMSON,
J. W. POYNTER.