

H. O. WERNER.
CAR-COUPLING.

No. 178,036.

Patented May 30, 1876.

Fig. I.

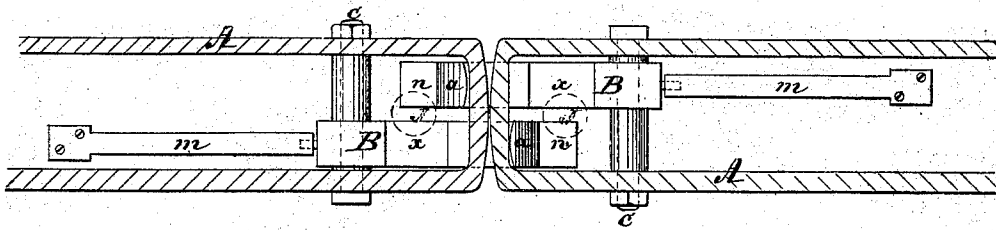


Fig. II.

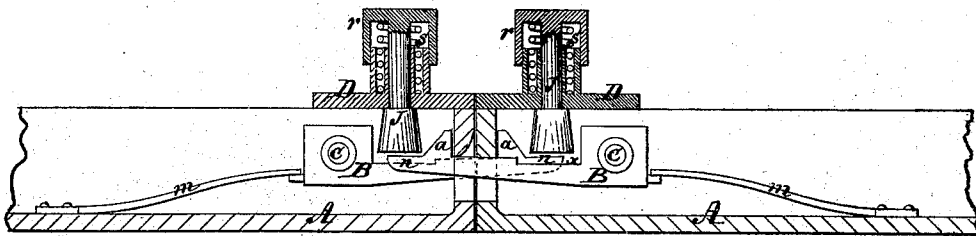


Fig. III.

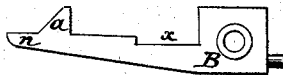
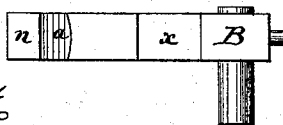


Fig. IV.



Witnesses.

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UNITED STATES PATENT OFFICE.

HERMANN O. WERNER, OF ANSONIA, CONNECTICUT.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 178,036, dated May 30, 1876; application filed March 8, 1876.

To all whom it may concern:

Be it known that I, HERMANN O. WERNER, of Ansonia, in the State of Connecticut, have invented a new and Improved Car-Coupling, of which the following is a specification:

The nature of my invention consists in the construction of a self-acting double coupling, combined with the buffer and disengaging gear attached to the top of said buffer, so that the draw-bars will readily engage with the buffer, and can be disengaged whenever desired.

In the accompanying drawing, Figure I represents a top view of a coupling embodying my invention. Fig. II is a longitudinal section of the same. Figs. III and IV are top and side views of the draw-bars.

A A represent the buffers, constructed with their springs in the usual manner, but made hollow to contain the draw-bars and connecting parts. In the inside of these buffers A the draw-bars B B are arranged, attached to a bolt, c, and placed so as to pass each other when the cars are moved together. These draw-bars are each provided with a projecting nose, a, a projection, n, outside of this nose a, and are connected to a spring, m, at their after end, for the purpose of bearing up the forward part of said draw-bolt. In the face of the buffer suitable openings are made for the draw-bar of this buffer to pass through, as well as for the draw-bar of the buffer on the adjoining car to enter, and said faces or ends act as the draw-heads.

Instead of the springs m on the after part of the draw-bars B, a weighted lever may be arranged for this purpose.

On the top of the buffer A a cap, D, is fastened, provided with a bolt or plunger, J, entering the inside of the buffer, and supported by a suitable spring, S. The top of this bolt J is made with a hollow head, r, passing over the outside of the tubes containing the spring S, to prevent the admission of dirt or rain.

Instead of securing this cap D firmly to the buffer it may be hinged thereto, and secured by means of a suitable lock and key, so as to permit the arrangement of a suitable catch or stop to the bolt J, to prevent the same from being moved or operated.

When two cars are brought together for the purpose of being coupled, the projecting draw-bars B will enter the buffers, being slightly pressed downward to allow the projecting noses a to pass through their respective openings, until they have passed through the face-plates, when the action of their springs m, or their equivalents, will force the forward ends of said draw-bars upward, and thus hold the same firmly in position. The faces of these noses a may be made slightly curved to allow for any inclination of the cars to each other.

Whenever it is desired to disengage the cars, the pressing open the head r will force the bolt or plunger J upon the draw-bar B, and upon the projecting end-piece n of the other draw-bar, B', and thus disengage both draw-bars at the same time, or one after the other, and allow, thereby, the cars to be separated.

The draw-bars are provided with a recess, x, near their hub, for the purpose of bringing the surface at that part in a line with the projection n when in gear, for the bolt J to act upon.

I do not claim, broadly, a draw-bar having a projecting nose; but

What I claim as my invention, and desire to secure by Letters Patent, is—

The caps D, attached to the buffers A, provided with a bolt or plunger, J, and suitable spring S, constructed to operate in combination with the draw-bars B B, as described, and for the purpose set forth.

HERMANN O. WERNER.

Witnesses:

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EARLE H. SMITH.