

(No Model.)

J. C. TAYLOR.
CAR COUPLING.

No. 571,251.

Patented Nov. 10, 1896.

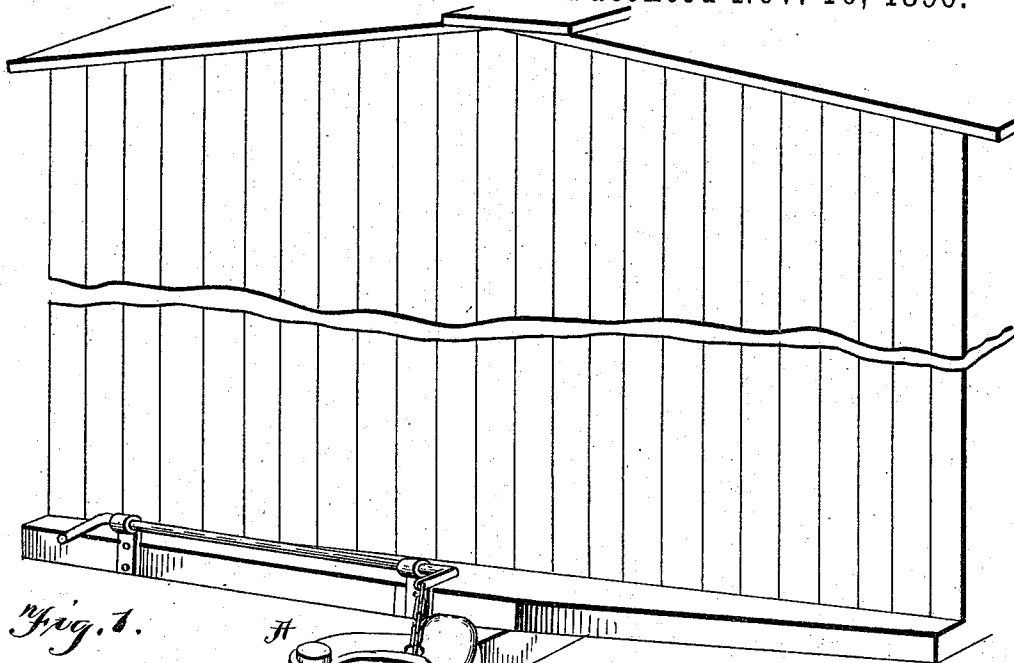


Fig. 1.

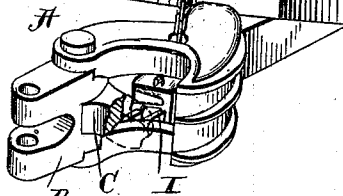


Fig. 2.

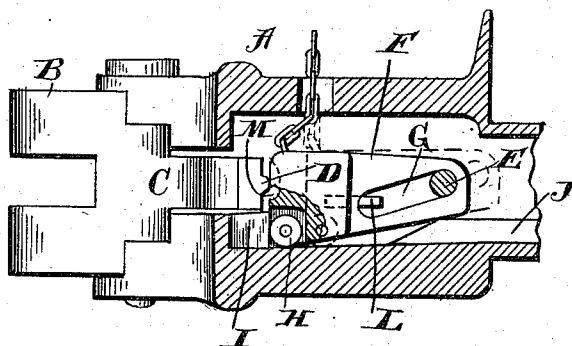


Fig. 4.

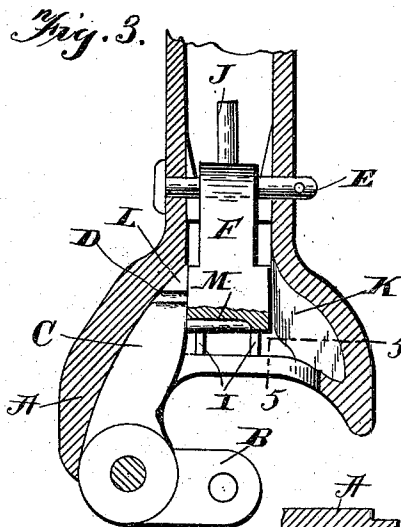
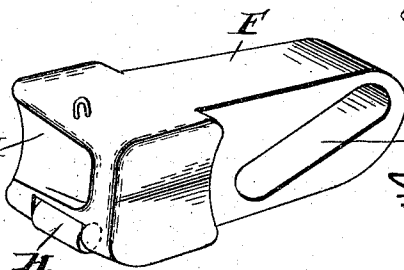


Fig. 5.



Witnesses

Geo. C. Frick,
James W. Brown

Inventor
John C. Taylor
By Patton & Nesbit
Attorneys

UNITED STATES PATENT OFFICE.

JOHN C. TAYLOR, OF FINDLAY, OHIO, ASSIGNOR OF ONE-HALF TO ENOCH ROSS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 571,251, dated November 10, 1896.

Application filed August 4, 1896. Serial No. 601,619. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. TAYLOR, of Findlay, in the county of Hancock and State of Ohio, have invented certain new and useful
5 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

This invention pertains to car-couplings; and the object thereof is to provide a coupler of the twin-jaw type with an improved jaw-
15 locking mechanism.

The invention consists in the novel features of construction hereinafter fully described and claimed, and illustrated by the accompanying drawings, in which—

20 Figure 1 is a perspective view of the coupler shown in position upon a car. Fig. 2 is a vertical longitudinal sectional view of the coupler. Fig. 3 is a sectional plan view. Fig. 4 is a detail perspective view of the detent or
25 lock. Fig. 5 is a vertical sectional view of the right-hand side of the draw-head, taken on line 5 5 of Fig. 3.

A designates the draw-head, and B the pivoted jaw, the tailpiece C of the latter being
30 provided upon its extremity with the rounded rib D. Traversing the rear portion of the coupler is pin E, and mounted thereon is the detent F, having in its rear portion the inclined slot G, whereby it is adapted to travel forward and
35 backward upon said pin. Upon the forward lower edge of detent F is roller H, which travels upon the bottom of the draw-head, thus reducing friction and making the detent extremely sensitive. With the detent in its forwardly-extended position it abuts against stop
40 I, while its rear end rests and slides upon cleat J, arranged centrally in the bottom of the rear portion of the coupler. Side flanges K and L upon the interior of the coupler guide the detent while being adjusted, holding the same from lateral displacement. The front end of

the detent is formed with depression M, into which the flange of the jaw takes when the coupler is automatically locking, thus facilitating and making more positive the opera-
50 tion.

The car may be provided with the crank-shaft N or any other suitable device for operating chain O, extending from the top of the detent upward through the draw-head and
55 which when drawn upon serves to raise and throw backward the detent upon pin E, so as to clear the extremity of tongue C of the jaw, and permit the same to swing outward to the position indicated in Fig. 1.

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

1. In a car-coupling, the combination of a draw-head, a horizontally-swinging jaw, a
65 locking-block situated wholly within the draw-head, the forward end of the block having a reciprocating movement on the bottom of the draw-head, the rear end of the block being cut away and provided with an inclined
70 slot extending horizontally therethrough, a pin extending transversely through the draw-head at a point above the bottom of the draw-head to permit the rear end of the locking-
75 block to move downward as it moves forward within the said draw-head, and an operating means extending through the draw-head
thereinto and operatively connected with the said block for moving it backward within the
80 draw-head, substantially as shown and described.

2. The combination with the draw-head, the pivoted jaw, cleat J situated in the rear portion of the draw-head, abutment I at the forward end of the draw-head and the detent
85 slidable longitudinally in the draw-head and adapted to move upon the cleat and abut against the abutment, substantially as shown and described.

3. The combination of the draw-head, the
90 pivoted jaw having its tail portion provided with flange D, the sliding detent provided with

a depression upon its forward end, where it it is engaged by flange D as described, substantially as set forth.

4. The combination of the draw-head, the
5 pivoted jaw, the pivot-pin, the sliding detent having the inclined slot whereby it is adapted to move back and forth upon the pin, the friction-roller carried by the forward end of the detent, and the side flanges or guides K and

L upon the draw-head for holding the detent from lateral displacement, substantially as shown and described.

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

JOHN C. TAYLOR.

Witnesses:

FRANKLIN FRANKS,
MARION G. FOSTER.