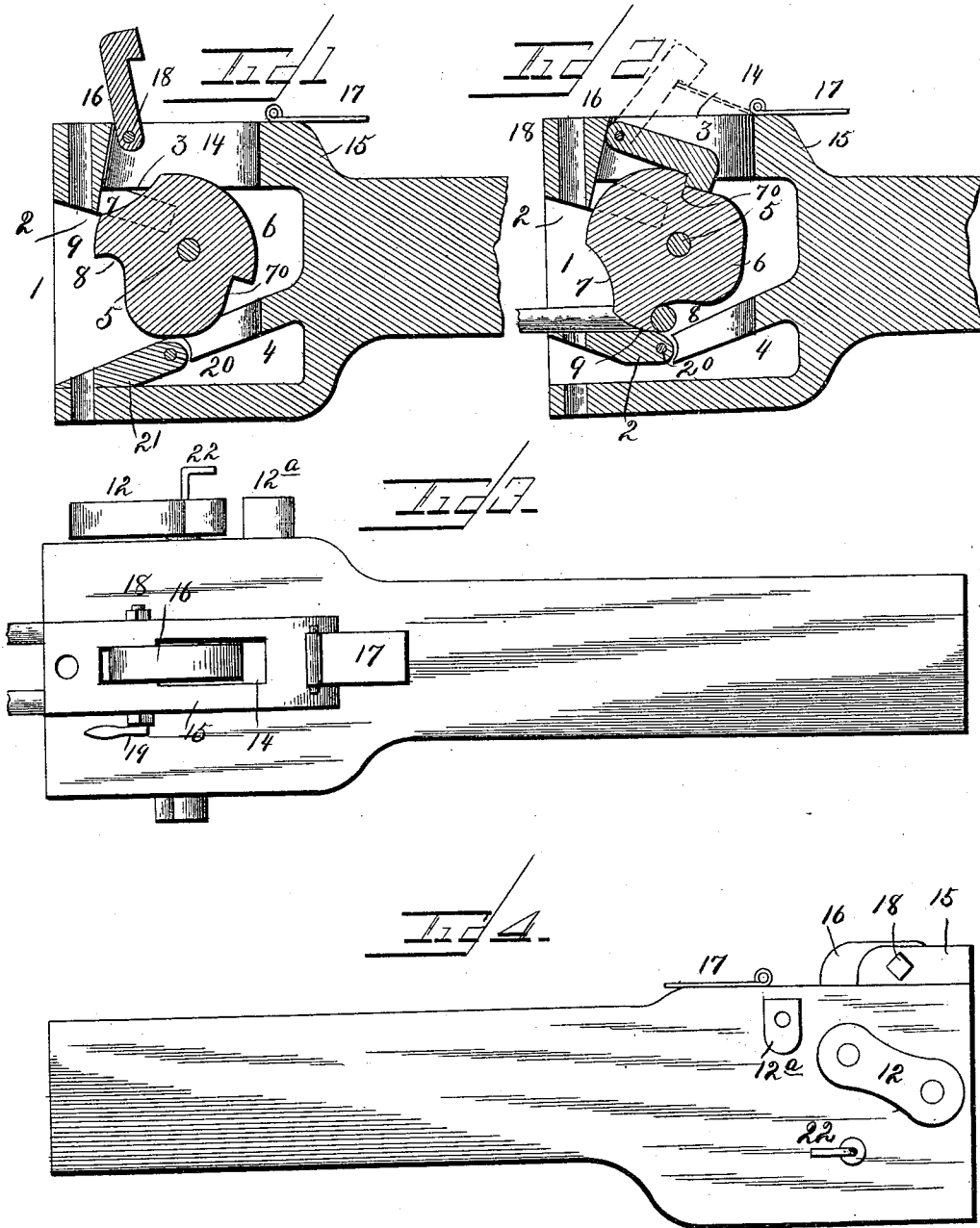


(No Model.)

J. W. STOUT.
CAR COUPLING.

No. 471,910.

Patented Mar. 29, 1892.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN WILSON STOUT, OF AMANDA, OHIO, ASSIGNOR OF ONE-THIRD TO
SIMON L. BARR, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 471,910, dated March 29, 1892.

Application filed July 29, 1891. Serial No. 401,075. (No model.)

To all whom it may concern:

Be it known that I, JOHN WILSON STOUT, a citizen of the United States, and a resident of Amanda, in the county of Fairfield and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in car-couplers of that character in which the cars may be coupled together without the necessity of the brakeman going between the cars, thus lessening liability of accidents.

The object of the invention is to provide a car-coupler which shall possess superior advantages with respect to simplicity and economy in construction and efficiency of operation.

The invention consists in the novel construction and combination of parts herein-after fully described, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a central longitudinal section of a car-coupler constructed in accordance with my invention, showing the position of the parts when ready for coupling. Fig. 2 is a similar view showing the position when coupled. Fig. 3 is a plan view of the same. Fig. 4 is a side elevation.

In the said drawings the reference-numeral 1 designates the draw-head, which may be of any ordinary or suitable construction, and is adapted to be secured to the under side of the car, as is usual. The draw-head is provided with a flaring mouth to receive the coupling-link and in which the coupling-wheel is located. The under side of the top wall of the draw-head is provided with a downwardly-extending beveled portion 2, having a central slot 3, and intermediate of the top and bottom thereof, at the rear, is also provided with a slotted partition or wall 4. This draw-head, with the portions 3 and 4, is preferably cast in one piece, and passing through apertures in the side walls is a rod or shaft 5, having

centrally secured thereon a coupling-wheel 6, which is embraced by and works in the slots in the portions 3 and 4. This wheel is provided with peripheral curved notches 7 and 8, forming a hook 9, which engages with the coupling-link to couple the cars. The wheel is also provided with an angular peripheral notch 10. One of the ends of the rod or shaft 5 is provided with a weighted hand-hold 12 and the opposite end is provided with a retaining-pin. A lug 12^a is provided on the side of the draw-head, which limits the movement of the hand-hold.

The top wall of the draw-head is provided with a slot 14 and also with a slotted lug 15, cast integral with the draw-head, the slots in said wall and lug registering with each other, and in the plate is pivoted a hook 16, which engages with the notch 10 in the coupling-wheel and securely holds the same in position when the cars are coupled and prevents the withdrawal of the link. At the opposite end the plate is provided with a hinged or pivoted tongue 17, which is wider than the slot therein, so that it will rest upon the top of the plate. The purpose of this tongue is to hold the hook 16 out of engagement with the notch in the coupling-pin when desired. The pivot-pin 18 of the said hook should be provided with an operating-handle 19, by which the hook may be raised and lowered.

Passing through apertures in the side walls of the draw-head in front of and in line with the partition or wall 4 is a pin or rod or shaft 20, to which is secured a link-raiser 21, consisting of a plate having its front end beveled on the under side and its rear end rounded or curved, so as to fit the correspondingly-formed face or front end of the said partition or wall. The rod or shaft 20 is provided with an operating-handle 22.

The operation is as follows: When the cars are uncoupled and it is desired that the coupling-wheel shall not be locked, the hook 16 is raised and the tongue 17 turned, so as to rest upon the plate 15 and cover the slot therein. The hook will thus be prevented from falling through said slot and engaging with the notch in the coupling-wheel. When it is desired to couple the cars, the hook 16 is raised and the tongue thrown back, so as to uncover the slot

in plate 15. The rod 5 is then turned by means of the hand-hold until the latter comes in contact with the lug on the side wall of the draw-head. This will present the coupling-wheel in proper position to receive the link—that is to say, the notch 7 of the wheel will be just above the link-raiser—as seen in Fig. 1. As the car carrying the link approaches a car to be coupled said link is raised by its shaft and handle, so as to present the same properly to the coupling-wheel of the other draw-head. As the link continues its movement it will strike the rear wall of the notch 7 and turn the coupling-wheel, when the hook 9 will engage with the link. At the same time the hook 16 will engage with the notch 10 and securely hold or lock the wheel in position and prevent accidental withdrawal of the link.

From the above it will be seen that a simple and efficient coupling device is provided in which all the working parts are connected with the draw-head, so that if the draw-head should become disconnected from the car or withdrawn from place, as sometimes happens, no injury will be done to either the car or the parts comprising the coupler, as would be the case if some of the parts were connected with the car. It will also be noted that in case of

breakage of any of the parts, where it is impossible or inconvenient to repair the same, the ordinary pin-and-link coupling can be employed, said pin passing through the apertures in the upper wall of the draw-head and lug and in the link-lifter and bottom wall.

Having thus described my invention, what I claim is—

In a car-coupling, the combination, with the draw-head having a flaring mouth, a slot in its upper wall, a downwardly-extending slotted beveled portion at the front of the upper wall, and an intermediate slotted wall at the rear thereof, of the shaft having a hand-hold passing through the draw-head, a coupling-wheel fixed on said shaft having a coupling-hook and a peripheral notch, the slotted plate on the upper wall of the draw-head, the hook and tongue pivoted to said plate, and the link-raiser and its shaft passing through said draw-head, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JOHN WILSON STOUT.

Witnesses:

DRUSILLA HEPSHER,
JAS. C. BARR.