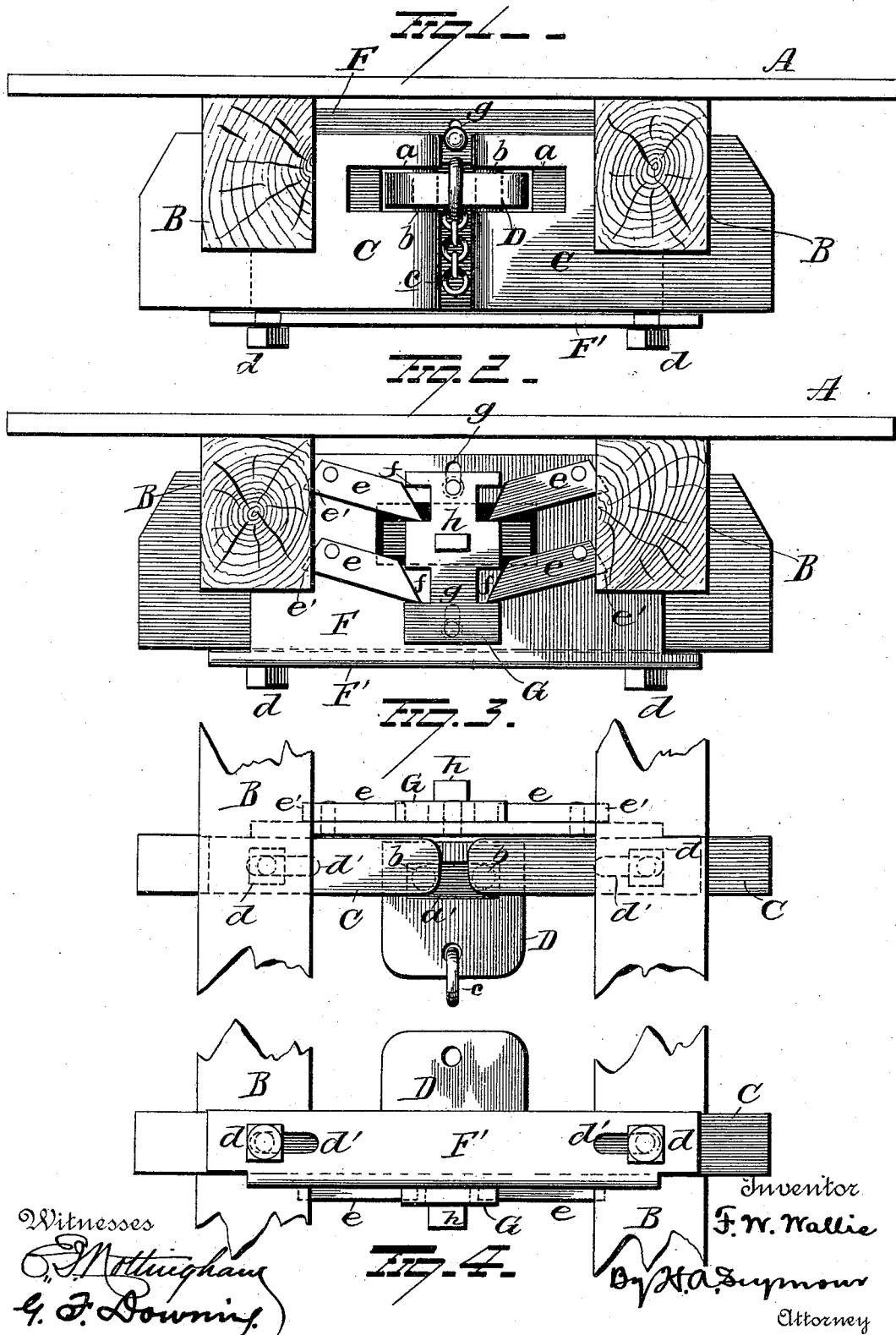


(No Model.)

F. W. WALLIS.
CAR COUPLING.

No. 470,228.

Patented Mar. 8, 1892.



UNITED STATES PATENT OFFICE.

FULLER W. WALLIS, OF WOLFE CITY, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 470,228, dated March 8, 1892.

Application filed May 13, 1891. Serial No. 392,554. (No model.)

To all whom it may concern:

Be it known that I, FULLER W. WALLIS, residing at Wolfe City, in the county of Hunt and State of Texas, have invented certain new and useful Improvements in Temporary Couplers or Grips; 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 invention relates to an improvement in devices for coupling cars, the object being to produce simple and efficient means whereby cars which have been disabled by a breakage or pulling out of the draw-head may be easily and quickly coupled together.

A further object is to produce a temporary coupling device which may be attached or detached in an instant.

A further object is to so construct the device that it may be readily attached to the timbers of the car-bottom and made to grip the same.

With these objects in view the invention consists in a temporary coupler or grip for cars, consisting of gripping-jaws adapted to grip the timbers of the car and a coupling link or block connecting said gripping-jaws.

The invention also consists in a temporary coupler or grip for cars, consisting of gripping-jaws adapted to grip the car-timbers, a link or block connecting said gripping-jaws, and means for maintaining said jaws in contact with the car-timbers.

The invention also consists in a temporary grip or coupler for cars.

The invention also consists in a grip or coupler for cars and means for removably attaching said grip or coupler to the timbers of the car.

The invention also consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is an end view of a car having my improved grip or temporary coupler applied thereto. Fig. 2 is a rear view of the device. Fig. 3 is a top plan view. Fig. 4 is a bottom plan view.

A represents the bottom of a car, and B B the longitudinal timbers thereof, to which latter my improved grip or temporary coupler is

designed to be attached when the ordinary coupler or draw-head shall have become injured or in any manner incapacitated.

The temporary coupler or grip comprises two jaws C C, a coupling link or plate D, and devices for sustaining the device in contact with the timbers B B. The jaws C C are provided with elongated slots *a* for the reception of a coupling link or plate D, said coupling link or plate D being provided with an elongated slot *a'* for the reception of pins *b*, located at the inner ends of the slots *a*. A chain *c* may be attached to the coupling link or plate D, by means of which to connect or couple the device with a similar device on an adjoining car, or to the draw-head of an adjoining car. Located on the rear of jaws C is a plate F, having a flange or base-plate F', adapted to project under and lie parallel with the bottom edges of the jaws C, to which it is attached by means of pins or set-screws *d*, said base-plate F' being provided with elongated slots *d'* for the accommodation of the set-screws *d*, whereby the jaws C C may be adjusted and properly spaced apart to grasp the longitudinal bottom timbers of any car. Pivotaly connected near their ends to the plate F is a series of dogs *e*, having pointed ends *e'*, adapted to be embedded in the car-timbers B B, and thus maintain the clamps or jaws C C in position on said timbers. The dogs *e* are at their inner ends beveled and adapted to enter slots *f* in the longitudinal edges of a sliding plate G, said sliding plate being provided with headed pins adapted to pass through elongated slots *g* in the plate F.

In applying the grip to a car the jaws C C are made to grasp the longitudinal timbers B B of the car, and the sliding plate G pulled down by a suitable thumb-piece or knob *h*, whereby the dogs *e* will be made to embed themselves in the timbers B B, and thus maintain the jaws in position. The adjacent car will then be attached to the link or plate D by means of the chain *c*. With the device thus attached, when the car is pulled forward the jaws C C will be made to tightly grip the timbers B B and act effectually as a coupler.

The device is very simple, comprising a small number of parts, may be readily attached to a car when necessary, may be easily and quickly removed therefrom, and is sure

and effectual in the performance of its functions.

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

1. A temporary grip or coupler for cars, comprising gripping-jaws, substantially as set forth.
2. A temporary grip or coupler for cars, comprising gripping-jaws, and means for removably attaching said grip or coupler to the timbers of the car, substantially as set forth.
3. A temporary grip or coupler for cars, consisting of gripping-jaws adapted to grip the timbers of the car, and a coupling link or block connected to said gripping-jaws, substantially as set forth.
4. A temporary grip or coupler for cars, consisting of gripping-jaws, a link or block connected to said jaws, and a plate adjustably connecting said jaws together, substantially as set forth.
5. A temporary grip or coupler for cars, consisting of gripping-jaws adapted to grip the car-timbers, a link or block connected to said jaws, and means for maintaining said jaws in

contact with the car-timbers, substantially as set forth.

6. In a temporary grip or coupler for cars, the combination, with two jaws, of a plate or bracket for sustaining said jaws, and pivoted dogs carried by said plate or bracket, substantially as set forth.

7. In a temporary grip or coupler for cars, the combination, with a plate or bracket, of clamping-jaws carried by said plate or bracket, said clamping-jaws being adapted to clamp the timbers of a car, a link or block connected to said clamping-jaws, a series of dogs pivoted to said plate or bracket and adapted to engage the car-timbers, and a sliding plate connected to said plate or bracket and adapted to operate the pivoted dogs, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

F. W. WALLIS.

Witnesses:

GEO. B. VOORHEES,
S. L. PEARCE.