

J. W. HESS.
 Railway Car Coupling.

No. 106,159.

Patented Aug. 9, 1870.

FIG. 1.

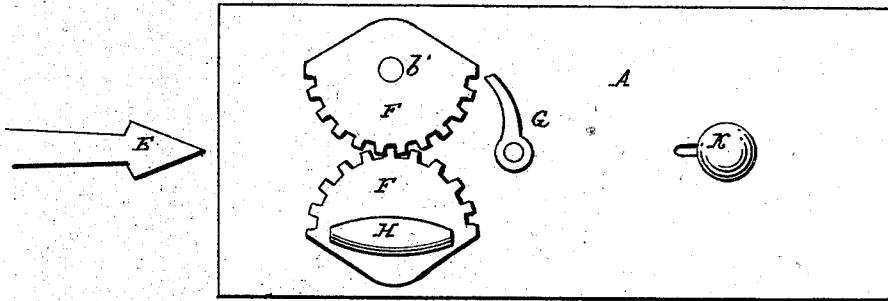


FIG. 2.

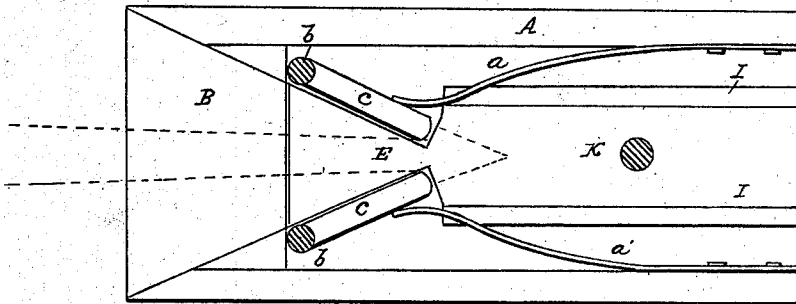
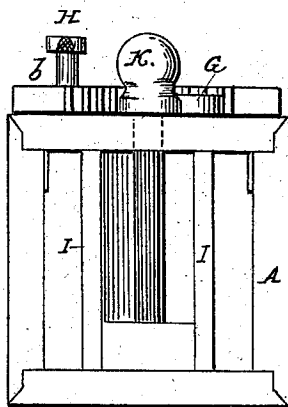


FIG. 3.



WITNESSES:

Geo. Lambright
W. N. Walton

INVENTOR:

Jacob Wilson Hess.

United States Patent Office.

JACOB WILSON HESS, OF MONTANDON, PENNSYLVANIA.

Letters Patent No. 106,159, dated August 9, 1870.

IMPROVEMENT IN RAILWAY-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JACOB WILSON HESS, of Montandon, Northumberland county, State of Pennsylvania, have invented a new and useful Improvement in "Car-Couplings" for Railroad Cars, of which the following is a full and exact description, reference being had to the accompanying drawing, and letters of reference marked thereon, and forming part of this specification, of which—

Figure 1 represents a top view, with segmental cogged wheels and pawl.

Figure 2 is a plan with the top removed.

Figure 3 is a rear end view.

A is the coupling-box.

B is the draw-head.

C C are two jaws.

E is the coupling-pin or shackle.

F F are two segmental cogged wheels.

G is a pawl.

H is a lever, which operates on the springs *a a'*.

b b' are the axes of the segmental cogged wheels.

I I are two guides.

K is a pin to hold the link.

To enable others skilled in the arts to manufacture and operate my invention, I will now proceed to describe its construction and operation.

The nature of my invention consists of a head-block or draw-head, B, with two jaws, C C, for the reception of the coupling-pin or shackle E, said jaws being operated by the two segmental pinions, F F, arranged above the head-block or draw-head, and worked by means of shafts or axes *b b'*, through the center of the same, and forming part of the jaws themselves, the said jaws being closed by springs *a a'* on either

side of the head-block or draw-head, as the clutch of the coupling-pin or shackle presses through, which fully completes the same in the required position.

The two guides I I are designed to prevent an undue oscillation, and to protect the coupling-pin from fastening at the draw-head while uncoupling.

The pin K is designed to hold the coupling-pin in its proper position, as the whole bearing is upon it.

The pawl G is designed to keep the jaws open when fixed in the segmental cogged wheels F F.

When it is designed to uncouple the car, the lever H is operated by hand, and unlooses the jaws by pressing back the springs.

The head-block or draw-head is one solid piece. This is designed to give it strength, and prevent any breaking of the jaws.

My springs *a a'* are of metal, as also are all the parts connected with my car-coupler.

Claim.

Having thus described my invention,

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

The coupling-box A, in combination with the draw-head B, the jaws C C, the coupling-pin E, the segmental cogged wheels F F, the pawl G, the lever H, with springs *a a'*, and axes *b b'*, the guides I I, and the pin K, all constructed, arranged, and operated as described, and for the uses set forth.

JACOB WILSON HESS.

Witnesses:

GEO. C. LAMBRIGHT,

W. N. WALTON.