

(No Model.)

J. C. TAYLOR.
CAR COUPLING.

No. 512,630.

Patented Jan. 9, 1894.

Fig. 1.

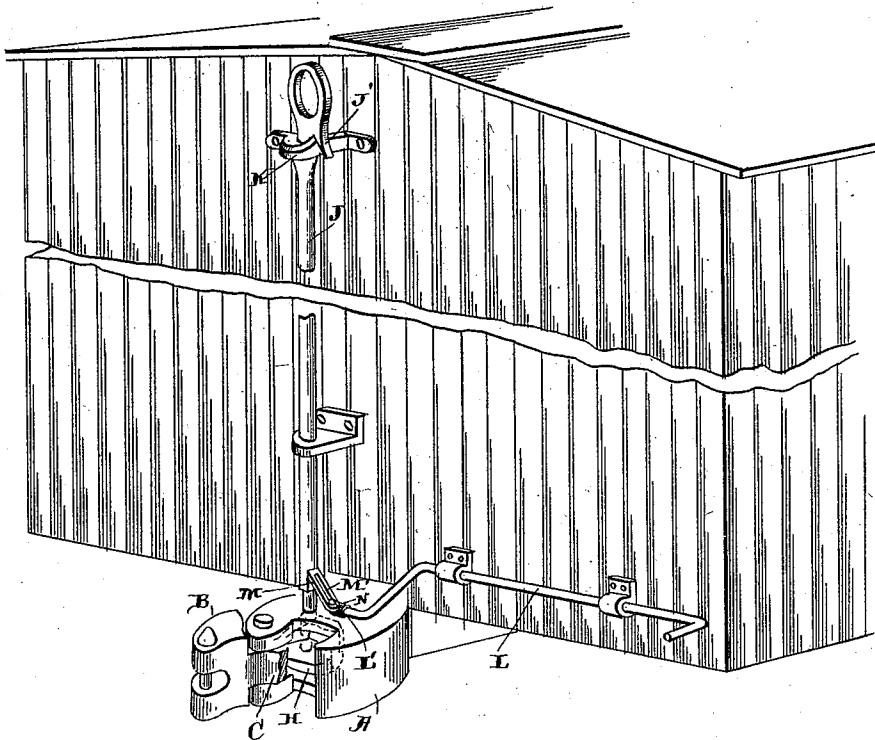


Fig. 2.

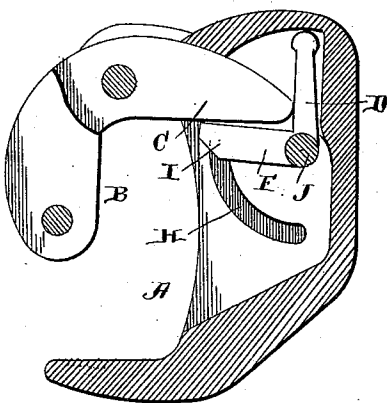


Fig. 3.

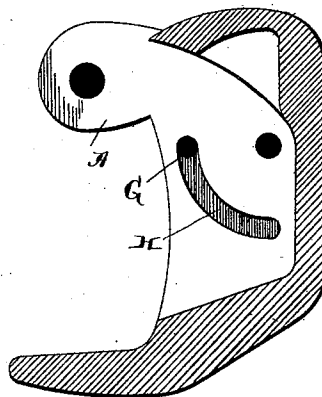
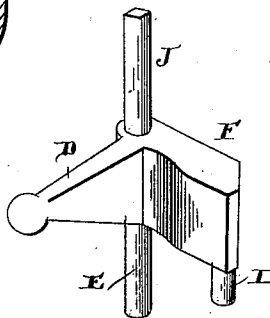


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN C. TAYLOR, OF FINDLAY, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 512,630, dated January 9, 1894.

Application filed November 4, 1893. Serial No. 490,035. (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 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.

My invention relates to an improvement in car couplings, and it consists in the novel features of construction hereinafter referred to and especially pointed out in the claims.

The object of my invention is to provide a coupler of the Janney type with an improved latch for securing its swinging jaw in position.

Referring to the accompanying drawings: Figure 1, is a perspective view of a coupler provided with my improved latch, the jaw being released therefrom. Fig. 2, is a horizontal cross sectional view, the latch and the jaw being in engagement. Fig. 3, is a similar view with the latch and jaw removed. Fig. 4, is a perspective view of the latch.

A designates the recessed drawhead of ordinary construction having pivotally secured to one side of its outer end the swinging jaw B. Projecting therefrom is tongue C, which, when turned backward, is adapted to engage arm D extending from rod E, thereby turning the said arm backward into the head and so rotating the rod as to bring arm F directly over vertical opening G in the lower wall of the drawhead. This opening communicates with a segmental groove in the said wall and adapted to move in said groove H is pin I which depends from arm F. When therefore the last named arm has been turned over said passage G and the pin E together with arms D and F will drop owing to the engagement of pin I with passage G. Thus it will be seen that tongue C is securely locked by the latch and there held in a permanent position. The jaw is thus prevented from swinging outward until the whole latch mechanism is elevated so as to free pin I from opening G. The latch will then turn backward as shown in Fig. 1 and release the jaw thus effecting the uncoupling operation. For elevating the latch I provide a rod J which extends upward on

the car end and through a bracket K secured to the car. The upper edge of this bracket is inclined as shown and overhanging the same is lip J' carried by rod J which when at the bottom of the inclined bracket surface permits the latch to fall to a locking position but which when turned to the opposite and highest part of the bracket elevates the rod and latch as will be readily understood. By means of this construction the lateral movement of the latch as well as its vertical play may be controlled from the car top. The latch may also be elevated and rotated by the longitudinally movable crank shaft L secured to the car end and carrying pin L' which plays in slot M' of arm M extending laterally from rod J. The said pin L' is carried by a collar N which is loose on the crank of shaft L, and by this arrangement all binding of the connected parts is avoided while being operated.

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

1. The combination with a drawhead, a jaw pivoted between its ends thereto, a revoluble latch adapted to hold the inner end of the jaw, and a pin on said latch adapted to engage a passage in the drawhead, substantially as shown and described.

2. The combination of a drawhead, a jaw pivoted between its ends thereto, a vertically movable and revoluble latch, and a pin carried by the latch which is adapted to engage the opening in the drawhead thereby holding the jaw in a locked position, substantially as shown and described.

3. The combination of a recessed drawhead having a segmental groove in its under wall, a jaw pivoted between its ends to the drawhead, a revoluble latch in the drawhead, an arm projected therefrom which is adapted to engage the inner end of the jaw, and a pin extending from said arm which is adapted to move in said segmental groove and engage positively a vertical passage in the said wall, substantially as shown and described.

4. The combination of a drawhead, a swinging jaw therein, a vertically movable and revoluble latch, a rod extending upward therefrom, a projection on the upper end of the rod, and a bracket secured to the car end

which is formed with an inclined top surface over which the said projection is adapted to move, substantially as shown and described.

5 5. The combination of a drawhead, a swinging jaw therein, a vertically movable and revoluble latch for holding the jaw, a rod extending upward therefrom, a slotted arm carried by the rod and a longitudinally movable and revoluble crank shaft carrying a pin

which plays in the slot of the arm, substantially as shown and described.

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

JOHN C. TAYLOR.

Witnesses:

ELLA MCCUNE,

JOHN B. G. AULL.