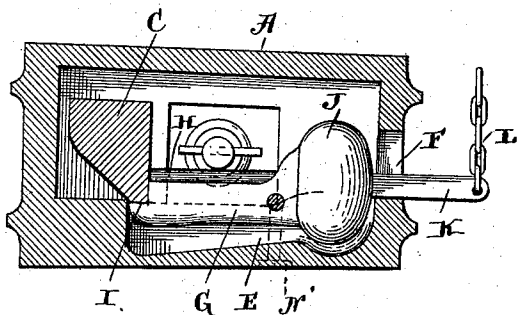
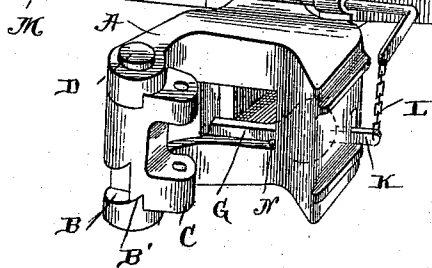
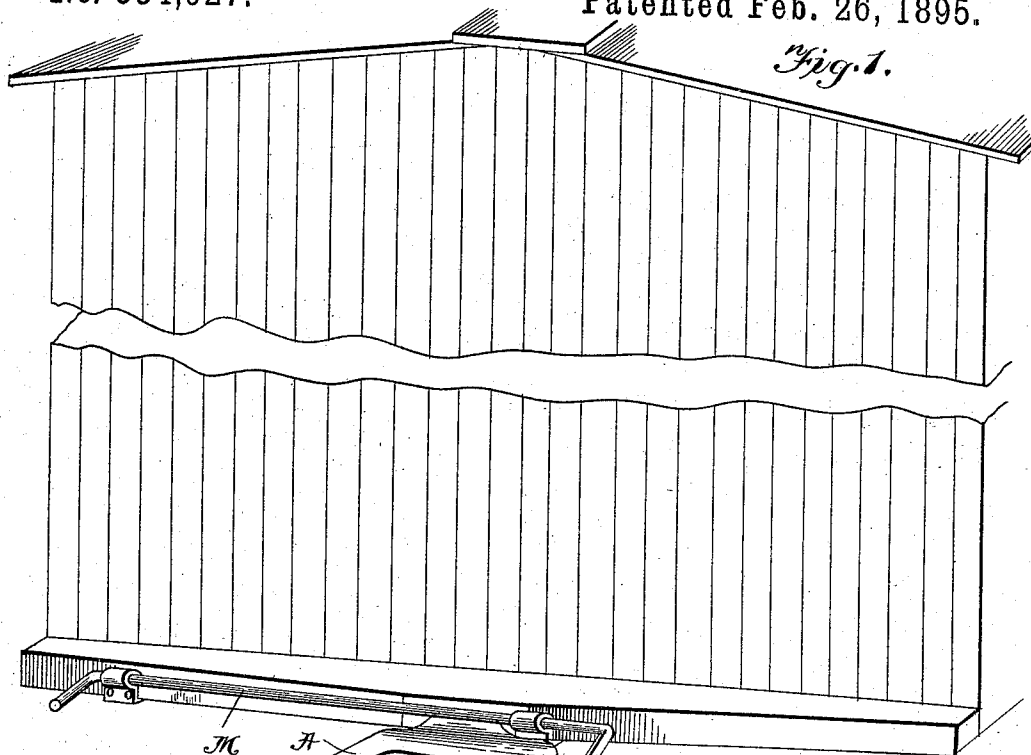


(No Model.)

J. C. TAYLOR.
CAR COUPLING.

No. 534,927.

Patented Feb. 26, 1895.



Witnesses
Geo. C. Trech,
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UNITED STATES PATENT OFFICE.

JOHN C. TAYLOR, OF FINDLAY, OHIO, ASSIGNOR OF ONE-HALF TO ERNEST H. HUBBELL, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 534,927, dated February 26, 1895.

Application filed October 18, 1894. Serial No. 526,300. (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 Automatic 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
10 it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improved automatic car coupling; and the object of the
15 same is to provide a simple and effective holding or locking device for the swinging jaw of a coupling of the Janney type.

A further object is to so construct the jaw and surface upon which it turns that the
20 jaw will automatically open when disengaged from the locking device.

With these objects in view my invention consists in the novel features of construction hereinafter fully described and claimed, and
25 illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the improved coupling. Fig. 2 is a vertical cross sectional view of the same. Fig. 3 is a detail
30 view of the locking device.

A designates the draw head of the usual Janney type and B the trunnions between which is adapted to swing the locking jaw C upon pin D. The upper face of the lower
35 trunnion B is made spirally inclined while the lower surface of the jaw which bears thereon is similarly formed as indicated at B', so that when the jaw is disengaged from the locking device presently to be described its
40 own weight will cause it to move or turn on said inclined surfaces and thus swing outward.

Draw head A is formed upon its bottom with the elongated transverse depression E and upon its side with the vertical slot F and
45 pivotally supported in said elongated depression is the latch G. The inner portion of this latch is formed with the forwardly sloping top surface H while its inner end is notched
50 to form shoulder I for engaging the inner end

of the swinging jaw as shown in Fig. 2. The said inclined top surface is provided so that the said end of the jaw will slip freely thereover and depress the latch in moving to the locking position. The outer portion of the
55 latch is enlarged to form the weight J and the depression E is formed sufficiently deep to permit the said enlarged end to have a vertical movement, the said weighted portion holding the inner end of the latch normally
60 raised as will be readily understood. An operating arm K extends from the said enlarged portion outward through slot F and is connected by chain L to the crank of the oper-
65 ating shaft M of ordinary construction suitably mounted on the car end.

The bolt N which constitutes a pivot for the latch is extended through the draw head bottom and turned at right angles at its upper end to form the suitable bearing surface.
70 Its lower end is secured by a nut N' on the bottom of the draw head.

The coupling herein shown and described is most simple in construction, is entirely automatic in locking, and is most effectual in
75 securely holding the swinging jaw from outward movement. The strain of holding the jaw is upon the longitudinal extent of the latch, while owing to the peculiar construction of the latter it will follow the inner end
80 of the jaw in any vertical displacement and thus constantly hold the same.

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

85 1. A car coupling having a swinging jaw provided with a heel, and the coupling head provided with a transverse recess in the path of the said heel and extending below the plane of said path and opening through one
90 side of the head, and transversely arranged gravity latch fulcrumed between its ends within said chamber and extending through the side of the head and having the beveled upper surface and the shouldered inner end
95 to co-act with the heel as described.

2. In a twin jaw car coupling the combination of the head having the internal transverse chamber opening through one side of the head and extending downwardly, the 100

swinging jaw having the inner heel, the gravity latch transversely arranged in the head, in said chamber and projecting through the side of the head having its inner end beveled
5 on top and formed so that its inner end raises in front of and locks the heel, the fulcrum pin secured in the head and passing through the latch and the enlargement in the latch at the outer side of the fulcrum, substantially as shown and described. 10

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

JOHN C. TAYLOR.

Witnesses:

J. M. NESBIT,

A. S. PATTISON.