

J. C. MEGINNESS.

CAR COUPLING.

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1,037,790.

Patented Sept. 3, 1912.

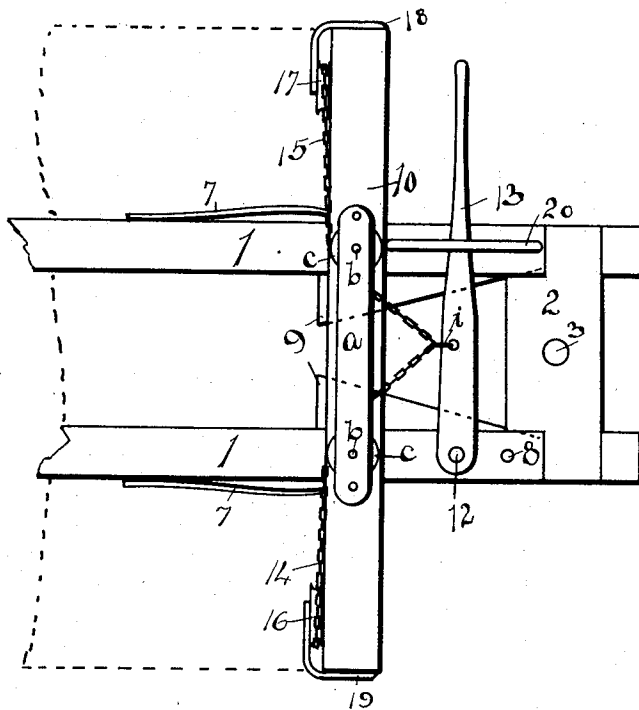


Fig. 1.

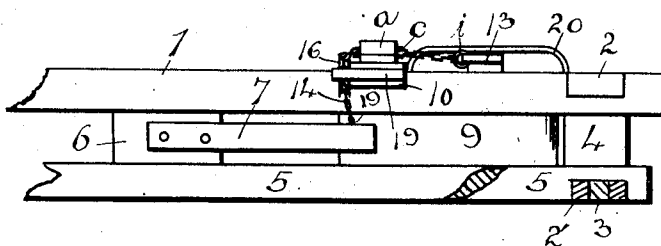


Fig. 2.

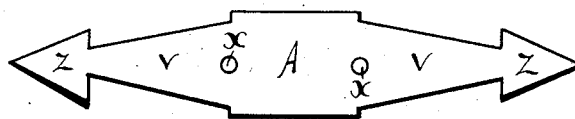


Fig. 3.

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CAR-COUPLING.

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Specification of Letters Patent.

Patented Sept. 3, 1912.

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To all whom it may concern:

Be it known that I, JOHN C. MEGINNESS, a citizen of the United States, and a resident of Wolsey, in the county of Beadle and State of South Dakota, have invented a certain new and useful Improvement in Car-Couplings.

The aim of my invention is to provide a car coupling arranged so that the cars may be coupled or uncoupled without compelling the operator to go between the cars, and my invention comprises certain combinations described more fully hereinafter.

In the accompanying drawings I have shown in Figure 1, a broken portion of one end of a freight car provided with my car coupling, a portion of the car body being shown in dotted outline. Fig. 2 discloses an elevation with one sill broken away, while Fig. 3 shows a top view of the spear head link used in my invention.

To the bottom of a suitable car I secure two sills 1, 1 which are secured above by means of the head block 2 provided with a pin opening 3. These sills extend the length of the car. Spaced beneath the sills 1, are two draft bars 5, 5 shown in Fig. 2, which are secured to the sills 1, at either end of the car by means of the connecting blocks 4 and 6, each set of draft bars being secured by two or more such blocks 4 and 6. These lower draft bars 5, 5 are further reinforced by means of the lower head block 2' also perforated as shown in Fig. 2, so that a coupling pin may be dropped through these two head blocks should an ordinary link coupling be made.

Extended transversely across the sills 1, 1 is an end sill 10 suitably secured to the sills 1, and this end sill is provided at each end with the angle irons 18 and 19 arranged to support the grooved pulleys 17 and 16 as shown in Fig. 1. The upper face of the end sill is provided with an iron bar *a*, through which extend two pins *b* supporting two grooved pulleys *c* similar to groove pulleys 16 and 17 as shown.

Secured to one of the sills 1, as shown in Fig. 1 by means of a pin 12 is an operating lever 13 which is provided with a link 2 from which extend the two chains 14 and 15 the first passing over one of the groove pulleys *c* and the groove pulley 16 and below the pulley secured to one of the pivotally held jaws 9 by means of a pin, while the chain, 15 passes over the groove pulley 17

and is secured to the co-acting jaw 9, there being two such jaws used as is shown in Fig. 1, each being held by a suitable pin as shown at 8. These jaws 9 are triangular in outline and present their angle faces to one another so that the space between these jaws is in the form of a wedge permitting the ready entrance of one of the heads of the spear headed link A. In order to normally hold these jaws 9 inward, I provide at each side a leaf spring 7 secured to the block 6 and in order that the spear headed link A may enter, the jaws 9 must be forced laterally outward against the tension of the springs 7. Now if the spear headed link has been inserted the square portion of the spear head will ride against the ends of the jaws 9 and so securely hold the spear headed link. The link A however, is permitted a suitable movement but cannot be detached until the jaws are forced away from one another against the spring tension and this is accomplished by pulling the lever 13 forward to actuate the chains 14 and 15 to open the draw head so that the link may be readily removed. If desired as a further precaution a pin may be passed through the openings 3 and 3' within the head blocks and through an opening *x* within a link A. So also if it should be desired to make a coupling with an ordinary link the same could be inserted between the head blocks 2 and 2' and held by means of an ordinary pin. In Fig. 3, I show one of the spear headed draw bars, as used in connection with my car coupler. These draw bars have the spear heads *z*, *z*, the neck portions *v*, *v* and the central body portion A, provided with the pin openings *x*, *x* as shown. By this arrangement a link placed within one bar will readily be forced into the draw head of a similarly equipped car to properly connect the same while the lever 13 permits a readily uncoupling mechanism that can be operated without entering between the cars. These draw heads are made of any suitable size and material. In order to hold the lever 13, I use the guide bar 20.

Having thus described my said invention what I claim as new and desire to secure by United States Letters Patent is:

The combination with two parallel sills, of a head block, having a pin opening and securing said sills at their ends, two draft bars secured below said sills, a head block, having a pin opening and securing said

draft bars at their ends, an end sill secured transversely to said parallel sills, a grooved pulley secured to each end of said transverse sill, a horizontally disposed operating lever secured at one end to one of said parallel sills and extending over the other adjacent sill, two jaws pivotally held between said sills and draft bars, said jaws having their inner opposite faces extending at an angle to present a wedge shaped space, springs secured between said draft bars and

sills having their ends pressing said jaws toward one another, and chains extending over said pulleys and secured at one end to said jaws and at the other end to said operating lever, all arranged as set forth.

Signed in the presence of two witnesses.

JOHN C. MEGINNESS.

Witnesses:

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CORA WHORTON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."