(No Model.)

S. PENNINGTON.

CAR COUPLING.

No. 524,863. Patented Aug. 21, 1894.

Fig. 1.

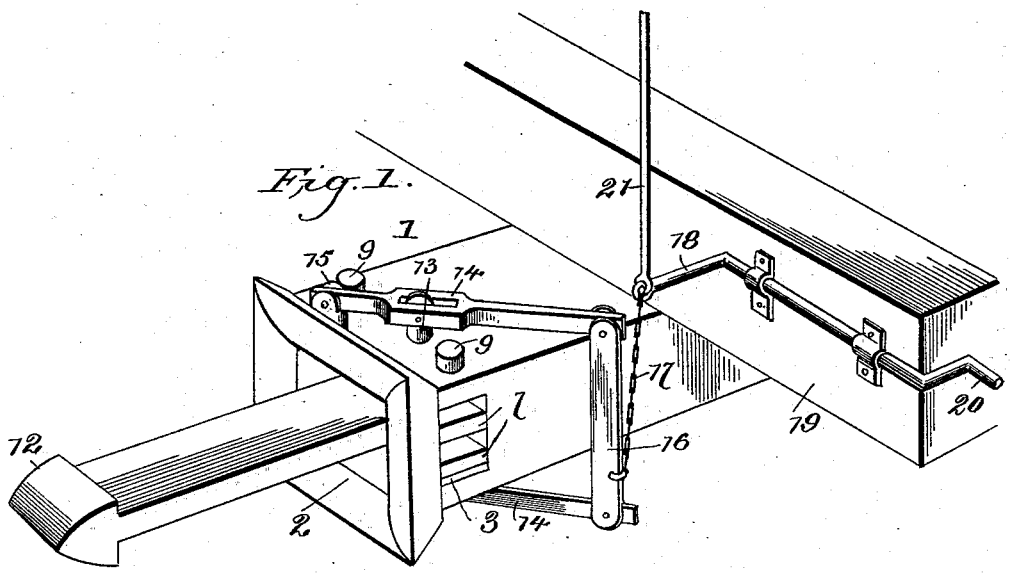


Fig. 2.

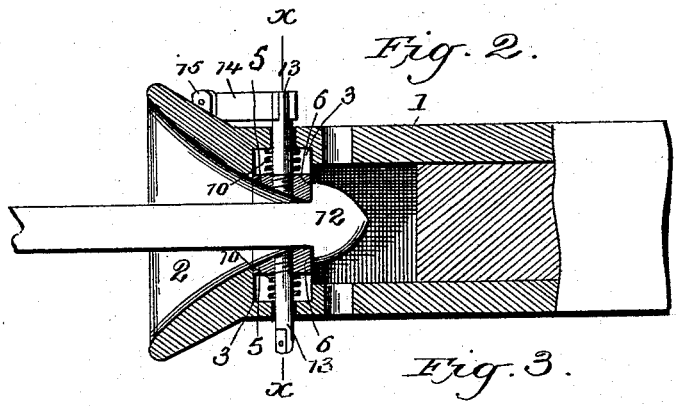
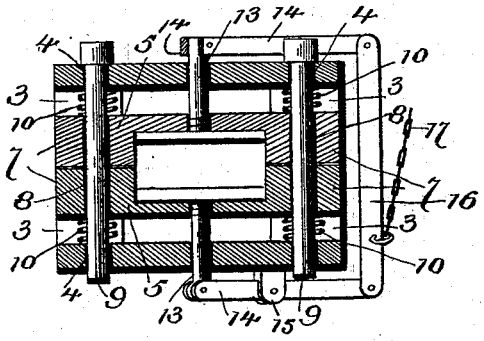


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

STEVE PENNINGTON, OF LAKE CHARLES, LOUISIANA, ASSIGNOR OF ONE-THIRD TO PATRICK CROWLEY AND SIMON MARX, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 524,863, dated August 21, 1894.

Application filed February 5, 1894. Serial No. 499,147. (No model.)

To all whom it may concern:

Be it known that I, STEVE PENNINGTON, a citizen of the United States, residing at Lake Charles, in the parish of Calcasieu and State of Louisiana, 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 appertains to make and use the same.

This invention relates to car couplings, and has for its object to provide an automatic coupling which will prevent the passage of operators between two approaching cars to be coupled and thereby avoid the loss of life and limb, the construction being simple and effective in its arrangement and operation, and adapted to be operated either at the side or from the top of the car.

With these and other objects in view the invention consists of the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings: Figure 1 is a perspective view of the end of a car showing the improved coupler applied thereto. Fig. 2 is a central longitudinal section taken vertically through the coupler. Fig. 3 is a transverse vertical section on the line *x. x.* Fig. 2.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

Referring to the drawings, the numeral 1 designates a draw head having an entrance orifice 2 and slots 3 in opposite sides thereof adjacent to the outer end above and below which are holes or openings 4. Within the draw head are mounted a pair of jaws 5 which have front or outer shouldered ends 6 and lateral projections 7 extending into and movable in the slots 3 of the draw head, said lateral projections being formed with vertical openings 8 in alignment with the openings 4 in the draw head through which are passed pins 9 having coiled springs 10 surrounding the same and bearing respectively against the upper and lower surfaces of the upper and lower projections of each jaw, and also against the adjacent wall of the draw head to thereby hold the said jaws 5 normally closed against each other and in coupling position.

The outer portions of the jaws from the point where the shoulders 6 are formed are beveled to provide easy access or entrance for the link 11 which in this instance is formed of a flat bar having opposite arrow heads 12 and providing double shoulders at each end, thereby adapting the said link to couple when turned in either of its two positions or at either end.

When two cars come together for the purpose of coupling the end of the link which is free enters the opposite coupling head and automatically separates the jaws against the action of the coiled springs on the lateral projection until the double shoulders on the end of the link pass the shoulders 6 of the jaws 5. When the head of the link has passed the jaws in the manner stated the latter are forced together again and the shoulders 6 brought to bear against the opposite shoulders on the head or end of the link and thereby form a double fastening or securement which will prevent accidental disengagement. To release the link each jaw at its forward end has a pin or post 13 attached thereto which projects respectively through the uppermost and the lowermost portions of the draw head and over which are fitted slotted levers 14 having their inner ends movably secured in fulcrumed ears 15 on the draw head and their outer ends attached to each other by a bar 16. To the said bar 16 is attached a chain or other flexible connection 17, whose upper end is secured to the end of an oscillating elbow rod 18 whose outer end is located at one side of the car and shielded by a projection 19 on the side of the car, the outer end of said rod being formed with a handle 20 for convenience in operation. Instead of the said elbow rod or to be used therewith a vertical rod or connection 21 may be employed to operate the levers from the top of the car, such as a box car. When the elbow lever or the rod in connection therewith is operated the levers 14 move in reverse directions and separate the jaws 5, thereby permitting the link 11 to be freely withdrawn from the draw head.

If desired, the draw head may be used after the manner of the ordinary coupling, and for this purpose is provided with centrally located holes 22 to receive an ordinary coupling pin and to connect with an ordinary link

in instances where a coupling may be made with a car which is not supplied with the improved form of device hereinbefore set forth.

The coupling may be readily applied to cars now in use without material cost, and the advantages arising from the use of the device will be readily apparent.

Having thus described the invention, what is claimed as new is—

1. In a car coupling, of the character described the combination with a draw head having slots in opposite sides thereof, of a pair of jaws with lateral projections movably mounted in said slots, pins extending through the said lateral projections, and having coiled springs thereon respectively above and below the upper and lower jaws and a double ended link with pairs of shoulders thereon adapted to automatically separate the said jaws and be secured thereby, substantially as and for the purposes specified.

2. In a car coupling of the class described, the combination with a draw head having slots in opposite sides of the front portion thereof, a pair of jaws mounted in said draw head and having lateral projections extending into and freely movable in the said slots and provided with pins or posts respectively extending through the upper and lower portions of the draw head, pins having springs thereon, extending through the lateral projections of the jaws, said springs holding the jaws normally closed against each other, and said jaws also being provided with shoulders, levers attached to said pins or posts a bar connecting the ends of said levers, a lever projecting toward one side or to the top of the car and a flexible connection between the latter lever and the said bar, and a coupling link having double shoulders at its opposite ends, substantially as and for the purposes specified.

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

STEVE PENNINGTON.

Witnesses:
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