W. WALKER.

Car Coupling.

No. 107,571. Patented Sept. 20, 1870.

Fig. 1

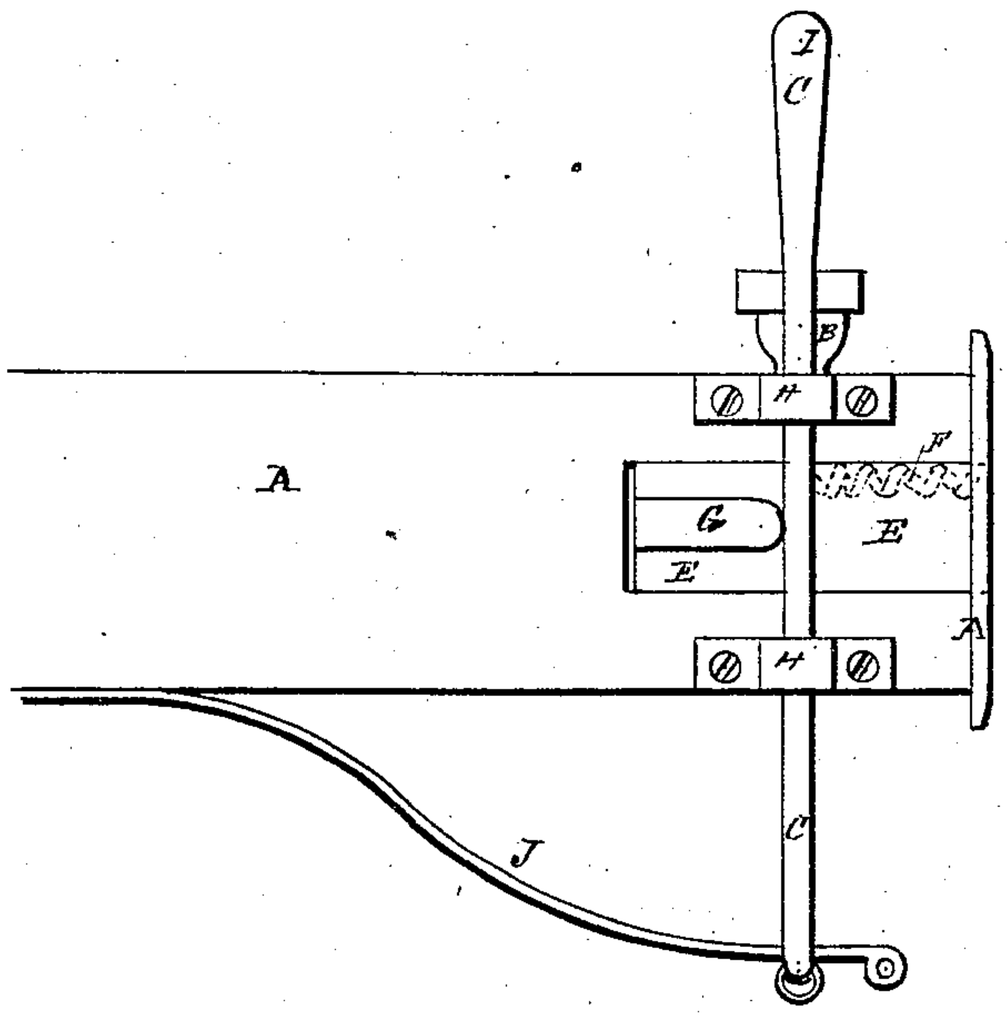
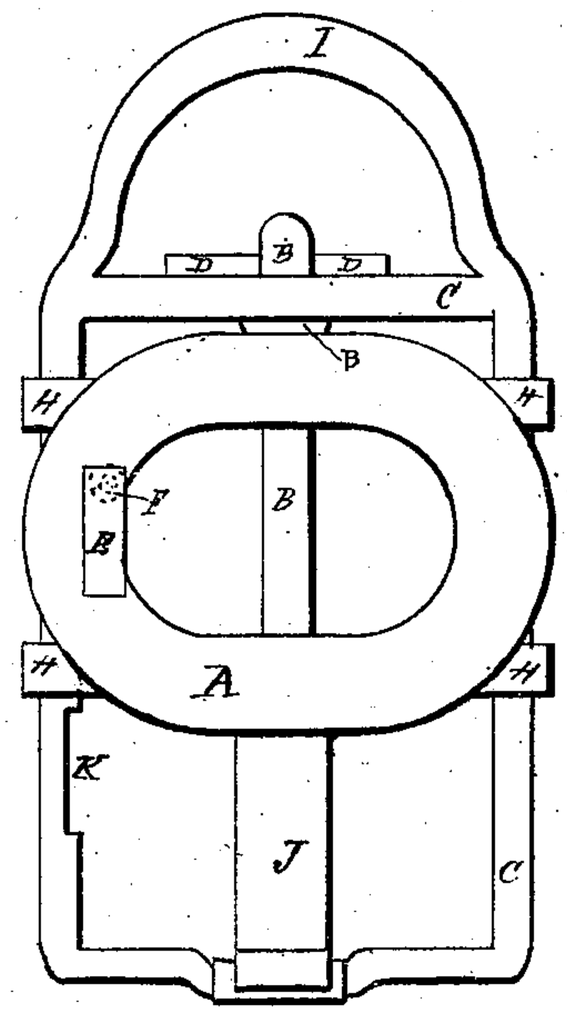


Fig. 2.



Witnesses:

David F. Smith

John Coose

Inventor:

William Walker assignor to himself & R. O. Tripp

By Wm. Smith his Atty.

United States Patent Office.

WILLIAM WALKER, OF WOODSIDE, CALIFORNIA, ASSIGNOR TO HIMSELF AND ROBERT O. TRIPP.

Letters Patent No. 107,571, *dated September* 20, 1870.

IMPROVEMENT IN CAR-COUPLINGS.

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, WILLIAM WALKER, of Woodside, county of San Mateo, State of California, have invented an "Improved Car-Coupling;" and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing and to the letters marked thereon.

My invention relates to certain improvements in that class of car-couplings which is operated automatically, whereby the cars, when brought together, will become coupled by the impact, without the intervention of an attendant; and further relates to a device by which the said cars may be uncoupled from the side or top, by means of a chain or rod leading to any desired position.

The object of my invention is to facilitate the coupling together of trains of cars without danger to life or limb, and to facilitate the uncoupling of the same by an attendant on top or at the side of said cars.

In the drawing—

Figure 1 is a side elevation.

Figure 2 is an end view of a car-coupling embodying my improvements.

To enable others skilled in the art or science to which it most nearly appertains to make and use my invention, I will proceed to fully describe its construction and operation.

A is the bumper.

B is the coupling-pin, secured to the vertical sliding frame C by the key D.

E is a sliding bolt, provided with a suitable spring, F, shown in dotted lines, and also provided with a stop-lug or projection, G.

H H are guides for the frame C.

I, a handle, forming part of the frame C. To this handle suitable chains or rods may lead to the top of the car, or be attached to the side by means of a pulley, bell-crank, or lever.

J is a spring.

The drawing represents the position of the parts when the cars are coupled, the car, not shown, having the usual link secured in the usual manner, said link being secured to the coupling having my improvement by means of the pin B, the pin B and frame C being held down by the spring J.

Now, if we grasp the handle I and draw the frame C upward until the notch K comes opposite the stop G, the spring F will cause the bolt E to move upward and project beyond the face of the bumper, and the lug or stop G would prevent the frame from being drawn downward by the spring J when we let go the handle I, and the bolt or coupling-pin B would have been drawn up so as to release the link, and, consequently, the uncoupling would have been effected, and the apparatus ready set for automatically coupling the next car, by the impact of the bumper of said car with the projecting end of the sliding bolt E; and said sliding bolt would be forced back by said impact until the stop or lug G passed out of the notch K, when the frame C would be drawn by the spring J to the position shown in the drawing.

Having thus described my invention,

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

The car-coupling described, consisting of the draw-head A, pin B, frame C, sliding bolt E, with projection G, and spring J, when the parts are combined and arranged as described.

In testimony whereof I have hereunto set my hand and seal.

WILLIAM WALKER. [L. S.]

Witnesses:
C. W. M. SMITH,
DAVID R. SMITH.