

W. M. REEDER.

Link-Guides for Car-Couplings.

No. 156,438.

Patented Nov. 3, 1874.

Fig. 1. ∞

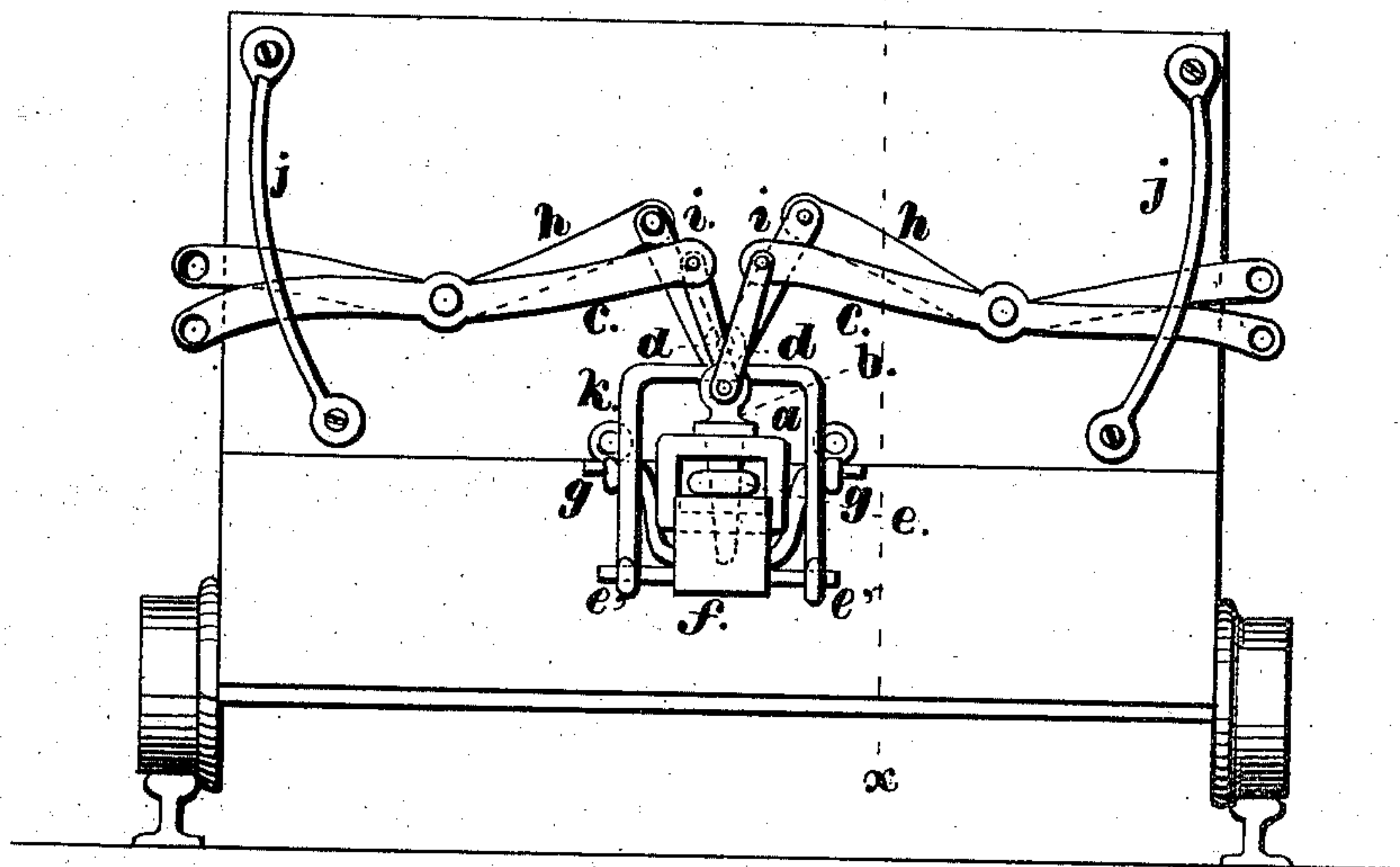
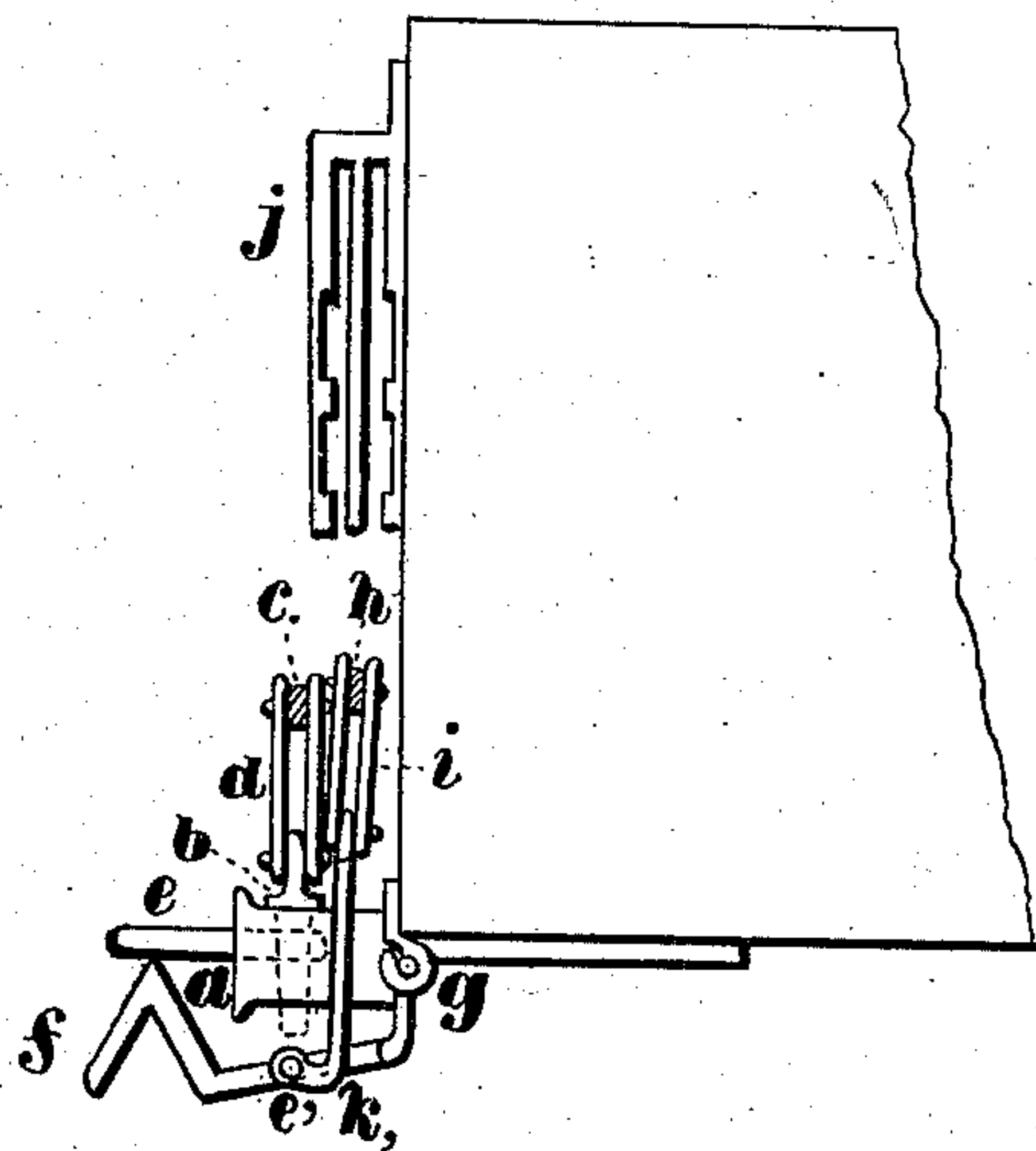


Fig. 2.



WITNESSES:

Burns J Post.
Theo Coleman.

INVENTOR:

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Per

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UNITED STATES PATENT OFFICE.

WILLIAM M. REEDER, OF DALTON CITY, ILLINOIS.

IMPROVEMENT IN LINK-GUIDES FOR CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **156,438**, dated November 3, 1874; application filed September 10, 1873.

To all whom it may concern:

Be it known that I, WILLIAM M. REEDER, of Dalton City, county of Moultrie and State of Illinois, have invented a Car-Coupling, of which the following is a specification:

The object of my invention is to couple cars without going between them to place the link or the pin; and consists, first, in a device to hold the link at any height desired; and, second, in a device to raise and lower the pin.

Figure 1 represents an end view of a car with my invention attached; and Fig. 2 a section on the dotted line *x x*, Fig. 1.

a represents the draw-head, constructed in the usual manner; *b*, the pin. This pin is attached and pivoted to the levers *c c* by the links *d d*, by means of which the pin is raised or lowered through the draw-head, the levers extending out beyond the body of the car. The end of the link *e* is raised and lowered by means of the piece *f*. This piece is pivoted on the body of the car at *g g*, or it may be pivoted to the draw-head. A yoke, *k*, is pivoted at *e'* to the piece *f*, and also attached, with links *i i*, to the levers *h h*. These levers also extend out beyond the body of the car, and both the levers *c* and *h* slide in slots in the segments *j j*.

The coupling is operated as follows, viz: The

pin can be raised from either side of the car by means of either of the levers *c c*, and the lever held by teeth in the slots in the segment. On the car that it is designed to couple to, the link being secured by the pin to the draw-head, the outer end is raised or lowered through the medium of the lever *h*, operating the piece *f*, holding the link at the position desired until it enters the draw-head on the opposite car, when, by releasing the lever *c*, the pin falls through the link, when the piece *f* can be lowered.

The piece *f*, when placed in the position shown in Fig. 2, serves as a guide to the link when the link is in the opposite car.

I am aware that link-guides and supporters have been operated by a crank, as in patent to Brown and Jedkins, January 28, 1873; but such I do not claim.

I claim as my invention—

The piece *f*, beveled as shown, to serve as a link supporter and guide, combined with the yoke *k*, links *i i*, and levers *h h*, as and for the purpose set forth.

WILLIAM M. REEDER.

Witnesses:

CHAS. P. HOUSUM,
THEO. COLEMAN.