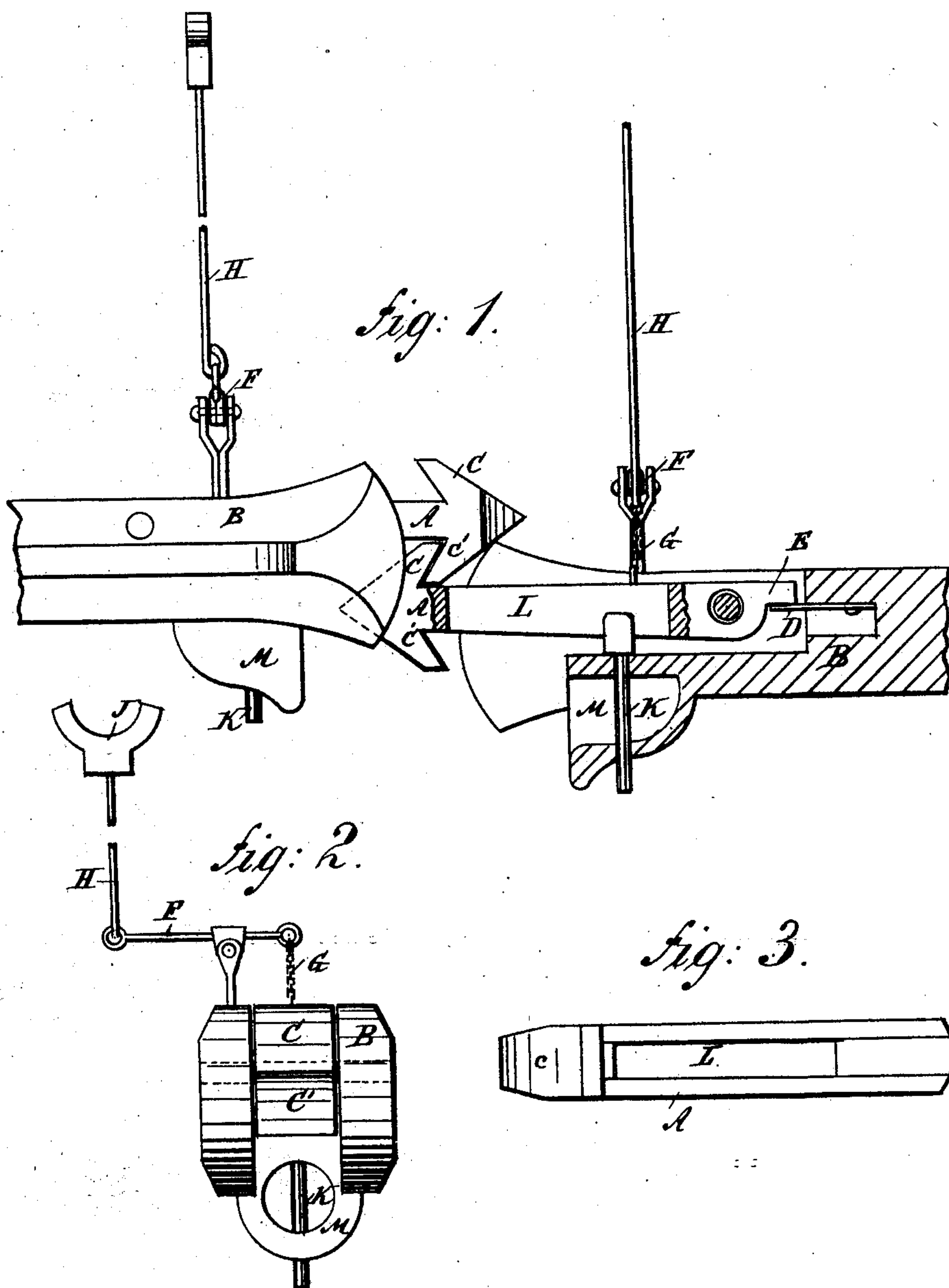


(Model.)

H. A. LAWS.
CAR COUPLING.

No. 244,812.

Patented July 26, 1881.



WITNESSES:

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HIRAM A. LAWS, OF THOMPSON'S STATION, TENNESSEE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 244,812, dated July 26, 1881.

Application filed March 21, 1881. (Model.)

To all whom it may concern:

Be it known that I, HIRAM A. LAWS, of Thompson's Station, Williamson county, State of Tennessee, have invented a new and Improved Car-Coupling, of which the following is a specification.

The object of my invention is to facilitate the coupling and uncoupling of cars.

In the accompanying drawings, Figure 1 represents my improved car-coupling, showing a longitudinal elevation of one draw-bar and a longitudinal sectional elevation of the other. Fig. 2 is an end elevation of my improved car-coupling. Fig. 3 is a plan view of the hooked lever.

Similar letters of reference indicate corresponding parts.

A lever, A, is pivoted to swing in the vertical plane in a longitudinal recess in the upper surface of a draw-bar, B, and this lever is provided at its outer end with the projections C C' on its upper and lower surfaces respectively, which projections are inclined toward the inner end of the lever and form a double hook. A spring, D, is fastened in the draw-bar B and presses upward against a shoulder, E, or projection on the rear end of the lever A, thereby forcing the front end of the lever downward. A lever, F, is pivoted to the top of the draw-bar, and the inner end of this lever F is connected with the lever A, by means of a chain or link, G, whereas a rod or bar, H, is pivoted to the other end of the lever F. The rod H extends to the top of the car, or only to the top of the platform in a passenger-car, and

the upper end of the bar is provided with a crook or fork, J, to receive the foot of the brakeman.

The draw-bar B is provided with a pocket or shoe, M, on the under side, this shoe opening toward the front of the draw-bar, and is provided with apertures in its top and bottom to admit an ordinary coupling-pin, K, the lever A being provided with a longitudinal slot, L, to admit passing the pin K into the apertures of the shoe.

The lever F, the link G, and the rod H may be dispensed with and a chain or equivalent may be attached to the lever A for raising it.

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

1. The lever A, having double hook C C' at the front end, a fulcrum near its rear end, and provided with a shoulder, E, against which rests the end of a spring, D, as shown and described.

2. A draw-bar, B, provided with a hook-ended coupler having a vertical slot, L, and with a pocket, M, having two vertical aligned holes under the slot L, whereby the pin may be entered, as described.

3. In a car-coupling, the lever A, provided with a slot, L, hooks C C', inclined to the rear, and the shouldered projection E, as shown and described.

HIRAM A. LAWS.

Witnesses:

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