

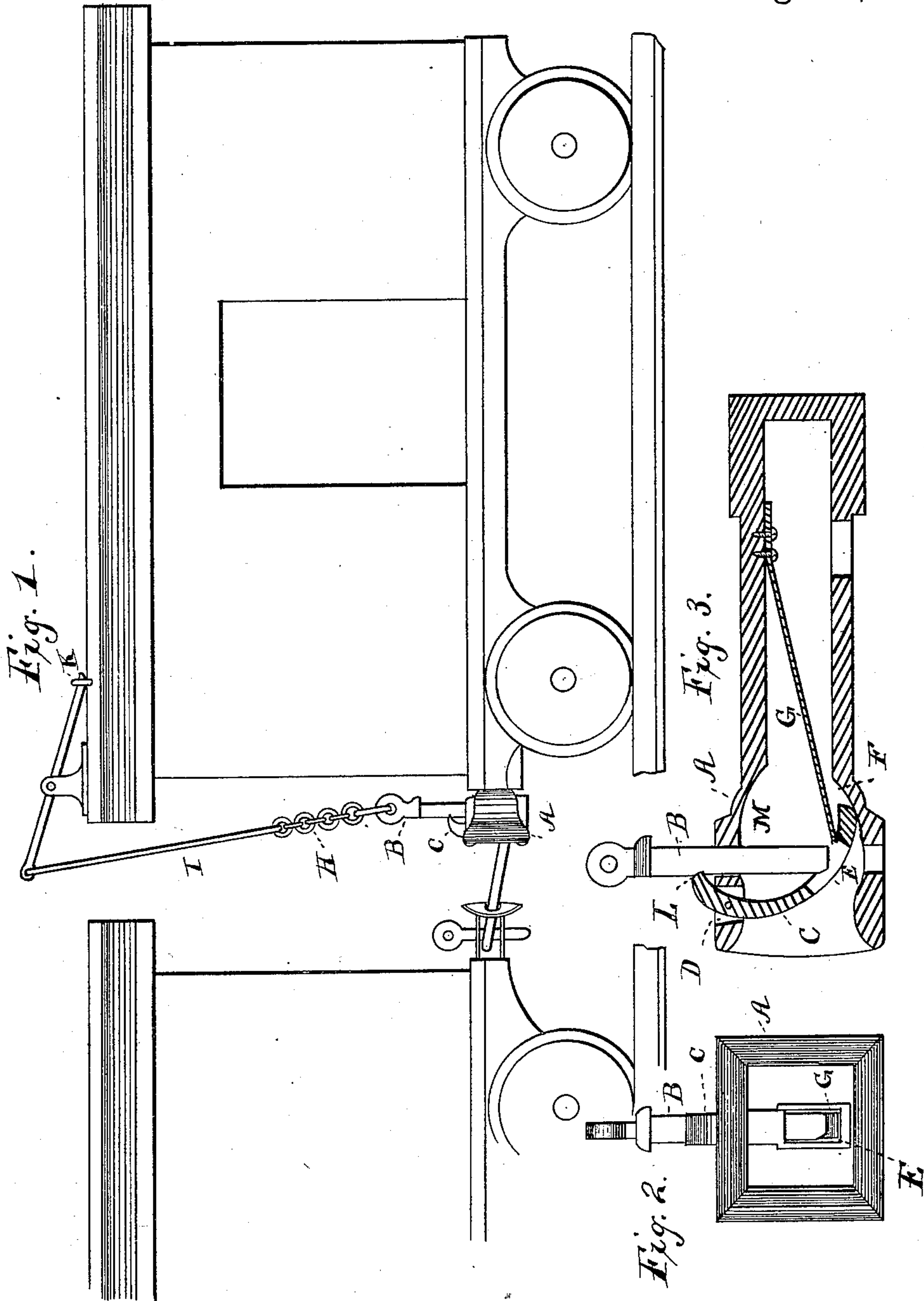
(Model.)

R. J. EDWARDS.

CAR COUPLING.

No. 245,801.

Patented Aug. 16, 1881.



Witnesses,

Edwin L. Jewell,

H. Aubrey Toulmin

Inventor,

Richard James Edwards,

By C. M. Alexander,  
his Atty.

# UNITED STATES PATENT OFFICE.

RICHARD J. EDWARDS, OF GALENA, ILLINOIS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 245,801, dated August 16, 1881.

Application filed July 9, 1881. (Model.)

*To all whom it may concern:*

Be it known that I, RICHARD J. EDWARDS, of Galena, in the county of Jo Daviess, and in the State of Illinois, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to certain improvements in car-couplers; and it has for its objects to provide a means whereby the coupling-pin may be held in place in the draw-head ready for the insertion of the link, and automatically dropped by the action of the link in entering, so as to couple the cars, as more fully hereinafter specified.

In the drawings, Figure 1 represents a side elevation of two cars, showing my improved coupler applied to one. Fig. 2 represents a front view of the draw-head, and Fig. 3 a longitudinal sectional view of the same.

The letter A indicates the draw-head, which is made with a flaring mouth, as usual.

The letter B indicates the coupling-pin, which passes through a vertical aperture in the draw-head in the ordinary manner.

The letter C indicates a curved lever fulcrumed in a slot, D, in the draw-head. The lower end of said lever is slotted, as indicated by the letter E, the lower end resting normally against the shoulder F in the draw-head.

G indicates a spring secured in the draw-head and bearing against the lower end of the lever, as shown, the spring serving to hold and return the lever to a normal position.

The letter H indicates a chain secured at one end to the coupling-pin, and at the other to a rod, I, connecting with a lever fulcrumed on top of the car.

K is a catch, under which the end of the lever may be engaged to secure it.

The operation of my invention will be readily

understood in connection with the above description, and is as follows: The pin is held in an elevated position by means of the curved lever, the upper end of which engages a recess, L, in said pin at one side. Upon the entrance of the link the lower end of the lever is elevated, causing the upper end of said lever to be disengaged from the recess and thus drop the pin. The pin may be withdrawn by means of the lever and chain, or directly by hand. The draw-head is formed with an interval spherical recess, M, or, in other words, is cupped out above and below the lever, which construction permits sufficient play to the lever to permit the coupling to be practically employed to couple cars of different heights. When the car opposite that having my improved link is lower than the said car provided with my coupler the link forces the lever up to the top of the spherical recess, the link playing up into the upper part of the said recess. When the car is higher than the one having my coupler the link is forced down into the lower part of the recess, in both instances raising the lever and dropping the pin.

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

The combination, with the draw-head and the coupling-pin provided with a recess at one side, of the curved lever fulcrumed in a slot in the draw-head and slotted at its lower end, and the spring located within the draw-head for holding and returning the lever to its normal position, substantially as and for the purposes specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 18th day of June, 1881.

RICHARD JAMES EDWARDS.

Witnesses:

THOS. J. SHEEAN,  
DAVID SHEEAN.