

(Model.)

E. C. J. CLEAVER.
CAR COUPLING.

No. 246,600.

Patented Sept. 6, 1881.

Fig. 1.

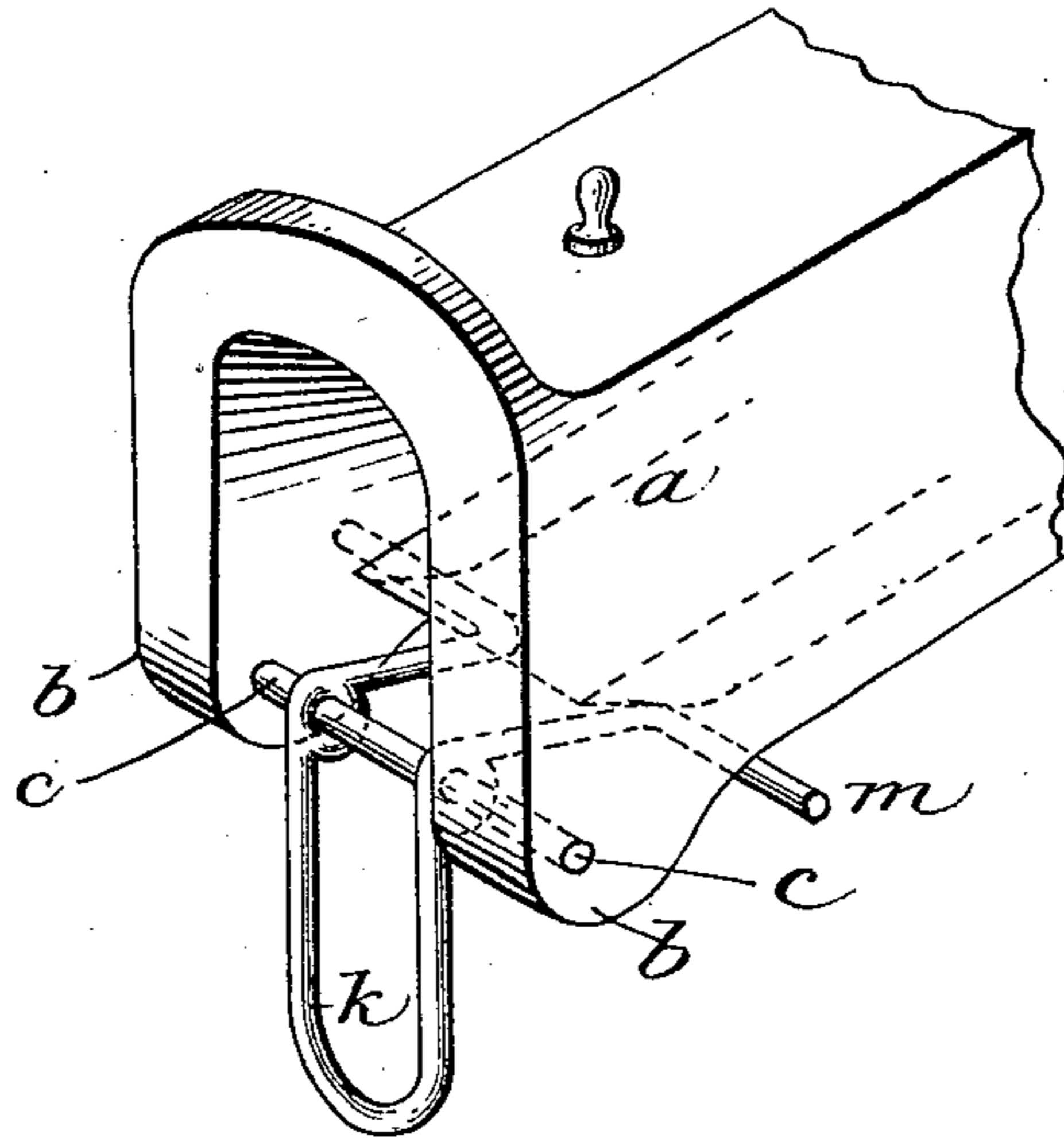
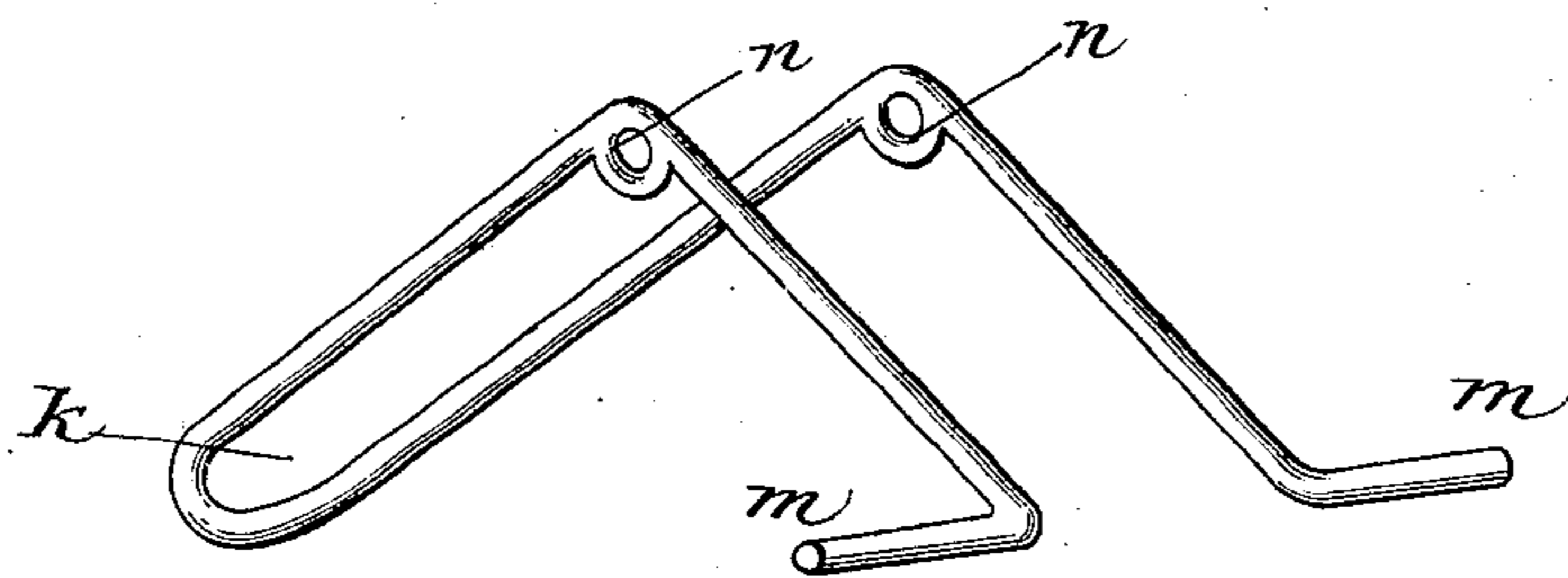


Fig. 2.



Witnesses:

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EDWARD C. J. CLEAVER, OF CHICAGO, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 246,600, dated September 6, 1881.

Application filed June 11, 1881. (Model.)

To all whom it may concern:

Be it known that I, EDWARD C. J. CLEAVER, of Chicago, Illinois, have invented a new and useful Draw-Head and Coupling-Link for Railroad-Cars, of which the following is a specification, said invention to be known as the "Cleaver Safety-Link."

My invention relates to and is intended to be used on the cars, especially freight-cars, of all steam-railroads, and on all other railroads or railways where the same may be used to advantage.

The objects of my invention are two in number: first, for the greater facility and convenience of railroad companies in coupling cars, the links being always in place and ready for instant use; and, second, and especially, for the greater safety of railroad employes in coupling cars, the links being made and arranged so that the holding of the hand between the draw-heads, as is now necessary, is entirely avoided, and therefore the great danger of having the hand crushed is completely done away with. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a view of my entire invention as intended to look when ready for use, and Fig. 2 the link as seen separate and apart from the draw-head.

Similar letters refer to similar parts in the different views.

The link is made as seen in Fig. 2. The link proper is *k*. *n n* are eyes, through which a horizontal pin passes attaching the link to the draw-head, as seen in Fig. 1; and *m m* are arms or handles made for the purpose of raising the link when necessary.

In Fig. 1 the two sides of the draw-head *a* are allowed to project below the under side of the draw-head a short distance, and thus the flanges *b b* are formed. The under side of the draw-head does not flush with the face of the head, but space enough is left to allow the pivot or pin *c c* to cross from one flange to the other. The link *k* is attached to the pin *c c* loose enough to allow of its swinging easily up and down, the pin being so placed that the top of the link when swinging down will be on a level with the top of the under side of the draw-head. After encircling the pin the link projects over to the rear at about a right angle, and the two ends being slightly bent out, one on each side, handles *m m* are formed, and by these handles the link can be raised from either side for a coupling without the slightest danger.

The link can be made with eyes, as per drawings, or with loops, which throw the handles either on the inside or on the outside of the link.

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

1. In a car-coupling, the combination of the draw-head *a*, recessed as described, flanged projections *b b*, horizontal pin *c*, and link *k*, substantially as shown and described.

2. The link *k*, with eyes or loops *n n*, and lever-handles *m m*, substantially as described, and for the purposes set forth.

EDWARD C. J. CLEAVER.

Witnesses:

E. C. CLEAVER,
JAS. M. CLEAVER.