

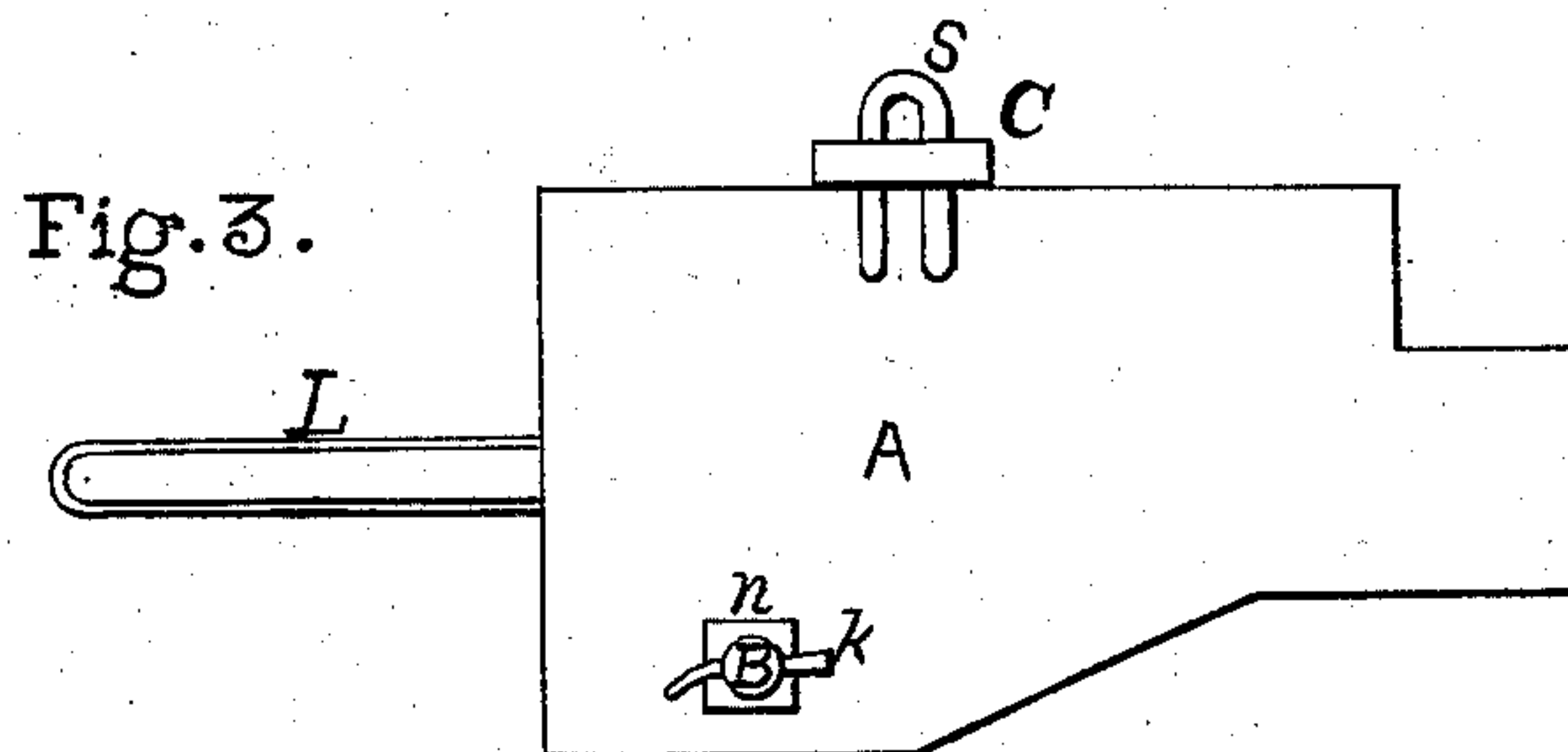
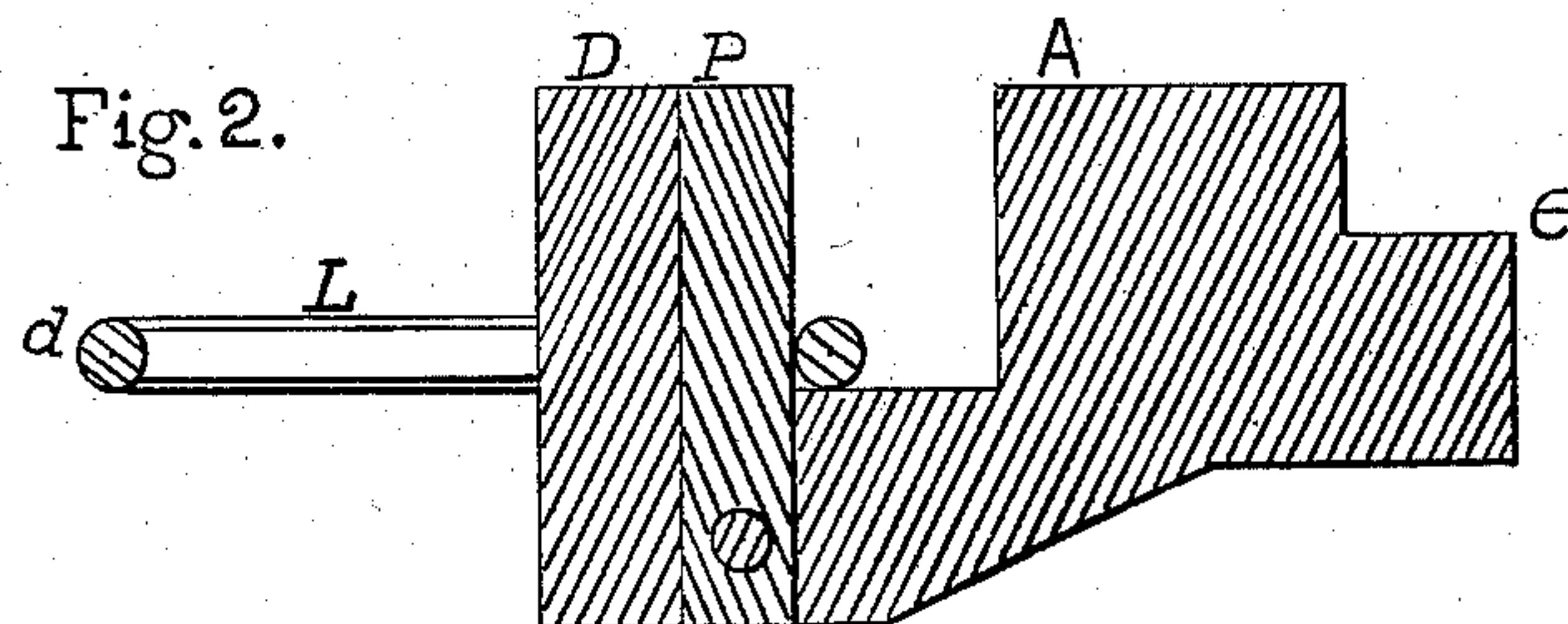
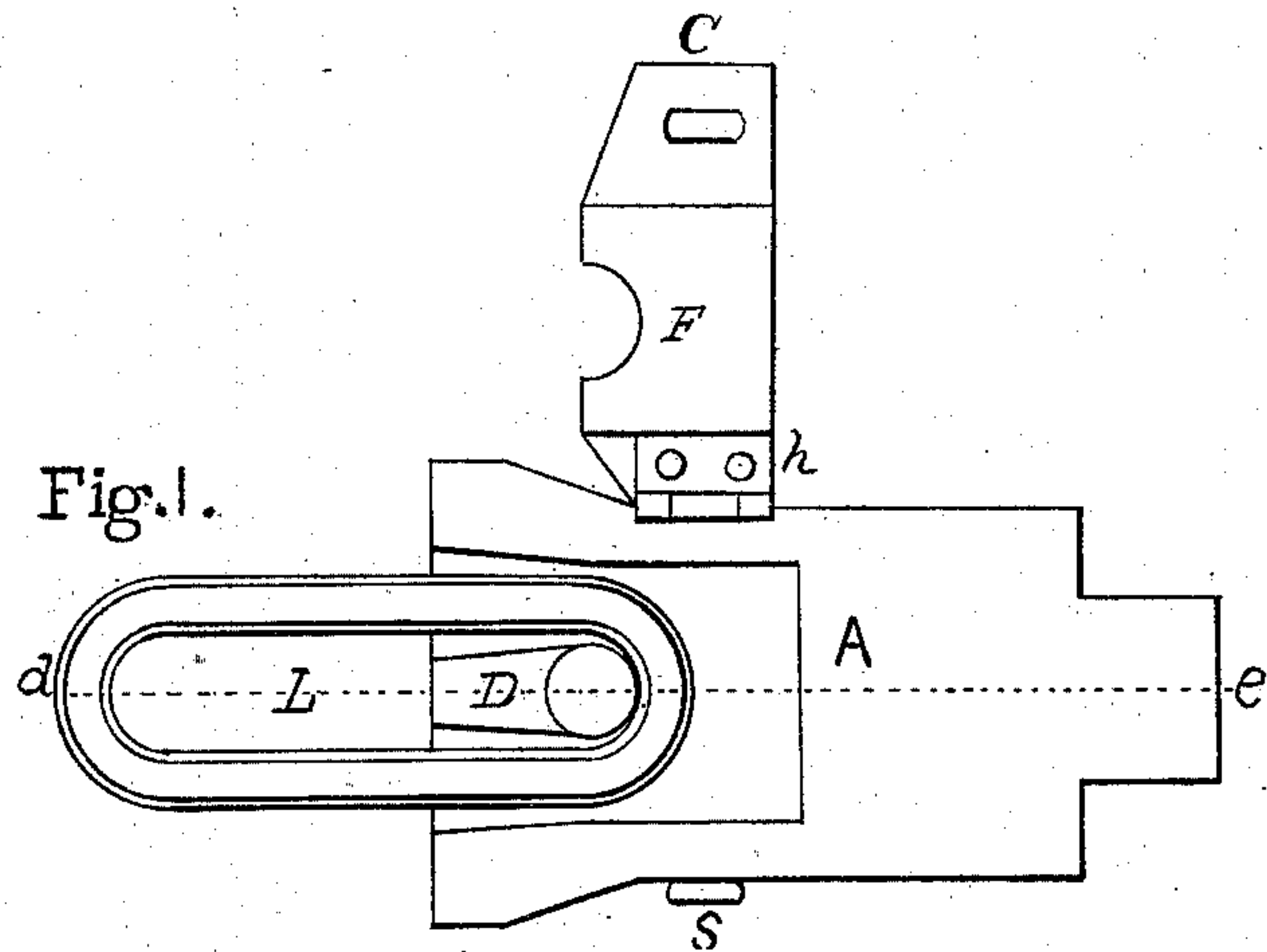
(No Model.)

W. W. WATKINS.

CAR COUPLING.

No. 254,852.

Patented Mar. 14, 1882.



Attest
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 254,852, dated March 14, 1882.

Application filed August 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WYNKOOP WATKINS, of Bellevue, in the county of Jackson and State of Iowa, have invented a new and useful Improvement in Car-Couplings, which improvement is accurately set forth in the following specification, reference being had to the accompanying drawings.

The object of my invention is to make a car-coupler that can be operated with safety, and that the parts which wear the most—the link and pin—can be easily renewed, and that can be coupled without any special link to those in most common use.

The drawings are described as follows: Figure 1 is a top view; Fig. 2, a vertical central longitudinal section, and Fig. 3 a side elevation.

Fig. 1 represents a top view of one of the draw-heads, with the link L lying in its place and the cover open. In this figure C represents the cover hinged to the side of the draw-head. F represents the thickest part of said cover, made to fit into the recess where the link is placed, nearly down to the link when the link is in its place. The link is of the same size, or nearly so, as those in most common use. A represents the draw-head, which might be made of different materials by changing its proportions to suit the strength of the material used. The part of the draw-head where the link works increases in size in all directions from the center of the pin toward the outer or buffing end to allow sufficient play or motion to the link. P represents the pin for the link to draw on, securely fastened by bolt B, nut *n*, key *k*, and the higher part D, and removed with reasonable ease when wished. Said pin can be placed at an angle and screwed in, if preferred. S represents the staple, riveted through the side of the draw-head, by which the cover could be locked, if a lock as a means of fastening were preferred to a spring-catch on the cover or draw-head, or to put through the staple. *d e* represent the line on which the sectional view

is shown, and *h* represents a hinge fastened to the cover and to the side of the draw-head.

Fig. 2 represents a sectional view with the same letters representing the same parts as in all the figures.

Fig. 3 represents a side view with the cover shut, but not locked.

The size of the buffing-surfaces is the same, or nearly so, as that of most draw-heads, but could be changed, if wished.

It is intended that the cover should be made of cast-iron, the draw-head of wrought-iron, or steel if it is wished, and the pin P of tolerably-hard steel, to make it wear a long time. The link L is to be of either wrought-iron or steel.

The coupling or uncoupling is made after the cars are pushed together and are at a standstill, therefore without any risk of injury to any one.

When a coupling is wished to be made with cars using a different draw-head, then to do so the link should first be placed in this draw-head.

The name of this car-coupler is "The Safety Car-Coupler." It could be used without a cover with as much or more safety, I believe, than the most of car-couplers now have, but it is arranged to fasten the link in its place, so that no cars would come unfastened until wished by the parties who have charge of them.

I claim as my invention—

The combination of a car-coupler, substantially as described, with a draw-head that is open on the top, with a cover that can be locked, a pin that is fastened and can with reasonable ease be removed when wished, and all in connection with a link of the same size, or nearly so, as those in most common use, and that may be coupled to cars using such or similar links.

WILLIAM WYNKOOP WATKINS.

Witnesses:

LUCINDA TAYLOR,
JOHN J. TAYLOR.