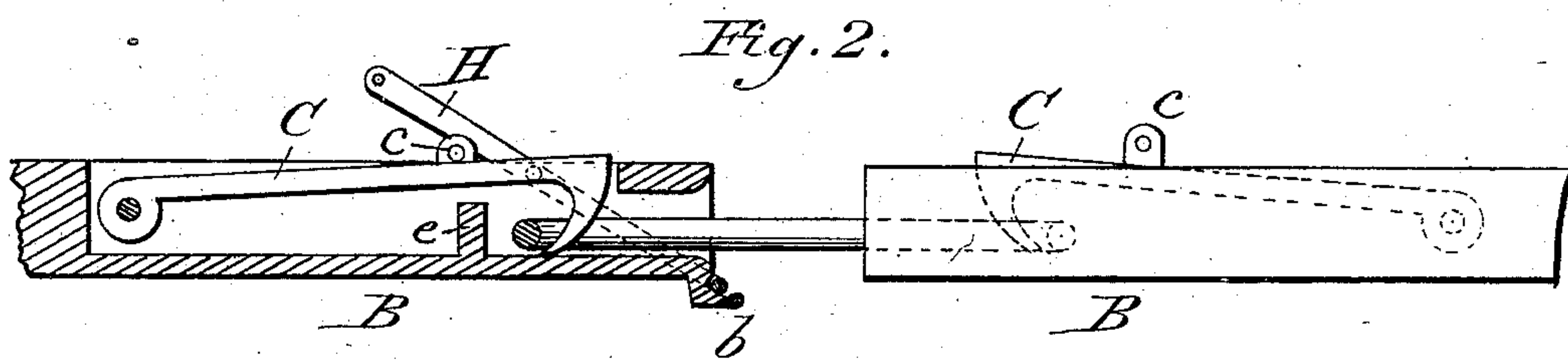
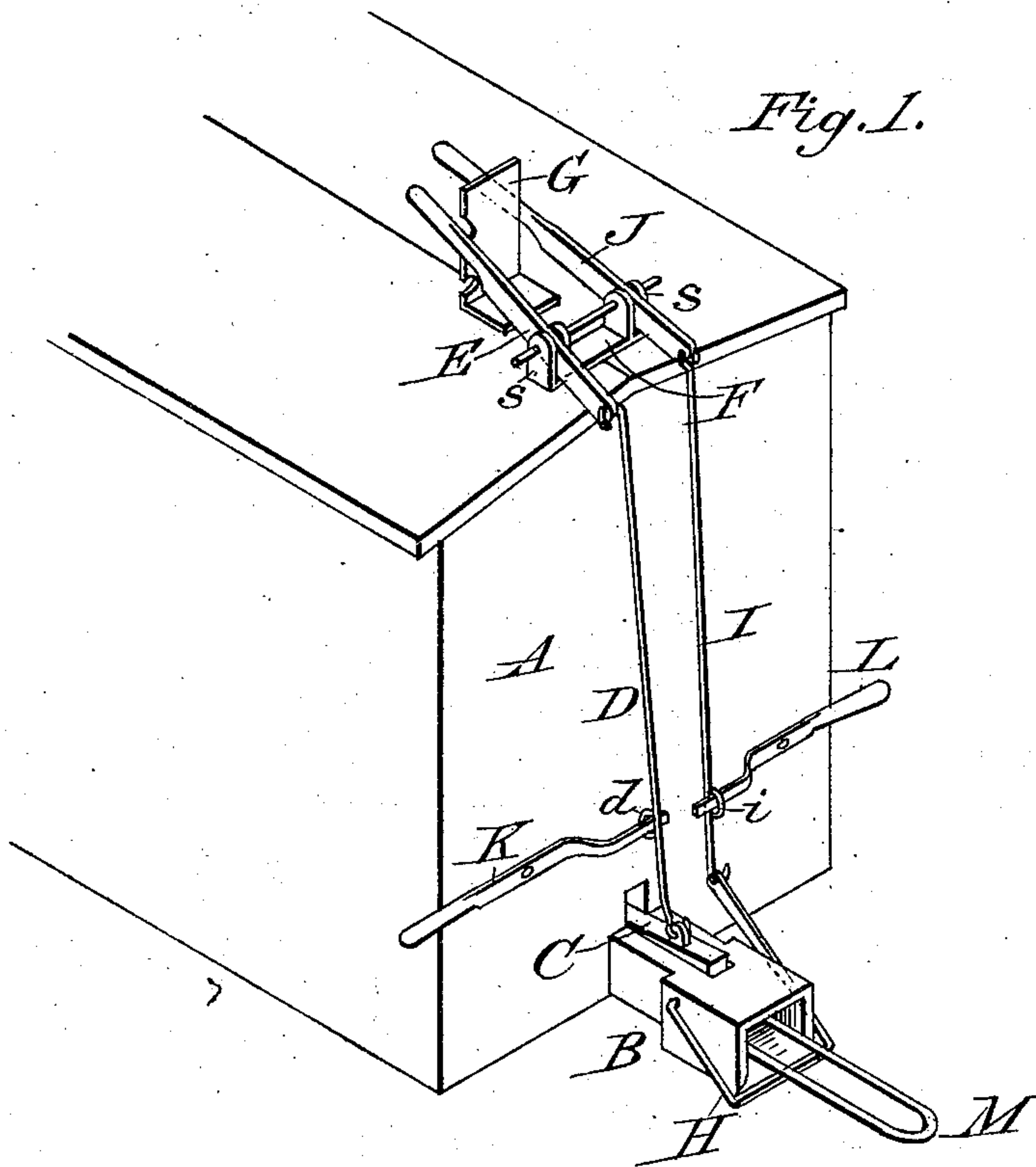


(No Model.)

W. A. & C. S. HAWKINS.
CAR COUPLING.

No. 272,435.

Patented Feb. 20, 1883.



Attest:

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WILLIAM A. HAWKINS AND CHARLIE S. HAWKINS, OF WAXAHACHIE, TEX.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 272,435, dated February 20, 1883.

Application filed June 28, 1882. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM A. HAWKINS and CHARLIE S. HAWKINS, citizens of the United States of America, residing at Waxahachie, in the county of Ellis and State of Texas, have invented certain new and useful Improvements in Car-Couplings; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplings; and it consists more particularly in the construction and arrangement of parts, as will be hereinafter more fully described and claimed.

In the accompanying drawings, illustrating the invention, Figure 1 is a perspective view of a portion of a car with our devices attached to one end thereof; and Fig. 2 is a side elevation of the couplings, partly in section.

Like letters indicate like parts.

The letter A represents a car-body, to the lower side of one end of which a bumper, B, is attached in the usual manner. This bumper B is recessed, as shown in Fig. 2, and in this recess the coupling-hook C is pivoted. An ear, *c*, is formed on the upper side of the coupling-hook C, near its front end, through which the lower end of a connecting-rod, D, is passed. The upper end of the connecting-rod D is attached to the forward end of a lever, E. This lever E is pivoted to a plate, F, provided with lugs or bearings *f*, which is suitably secured to the top of the car. The rear end or handle of the lever E is capable of being placed in notches formed in a locking-plate, G, attached to the top of the car A, as shown. The lower forward end of the bumper B is provided with a lip, *b*, upon which the forward end of a pivoted stirrup, H, rests when not in use. One side of the stirrup H is prolonged backward, and through its end the lower end of a connecting-rod, I, is passed. The upper end of this rod I is attached to the forward end of a lever, J, which is pivoted upon the top of the car in the same manner as the lever E. The side of the locking-plate G adjacent to the piv-

oted lever J may also be provided with notches for the reception of the handle of said lever. The connecting-rods D I are respectively provided with a projection, *d i*, through which the inner ends of levers K L are passed. These levers K L are pivoted to the end of the car at each side and at such distance above the bumper B as to be within easy reach of the operator when standing upon the ground.

The longitudinal movement of the coupling-link M, which may be of any suitable construction, is limited in the bumper B by a partition, *e*, formed in said bumper. This partition *e* is preferably concaved or rounded to correspond with the end of the coupling-link. The link M may be guided into its proper position in the bumper of an approaching car by raising or lowering the stirrup H, which is accomplished by a proper manipulation of either of the levers J L. When the locking-plate G is provided with notches in its side adjacent to the lever J, the stirrup H, and consequently the link M, may be kept in any desired position by forcing the handle of said lever into the desired notch. It will be seen that by this arrangement cars of unequal height may be as readily coupled as those that are equal in height.

The uncoupling of the cars may be effected by operating either of the levers E K so as to raise the hook C from its engagement with the link M. By forcing the handle of the lever E into one of the notches in the locking-plate G the hook C may be firmly secured in either a raised or lowered position.

By our construction and arrangement of devices it will be observed that the coupling and uncoupling of the cars and the guiding of the link to its proper position may be effected from either the top or side of the car with equal facility and without any accompaniment of danger to the operator.

Instead of the hook C, a coupling-pin or bolt of any desired construction may be used.

Our device is especially adapted to freight and other like cars; but it may be attached to any description of car with but little alteration.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a car-coupling, the combination of the re-

cessed and slotted bumper B, having lip *b* and
transverse inner wall, *e*, the hook C, pivoted
therein, stirrup H, suspended beneath the
bumper, vertical rods or connections D I, levers
5 E J, pivoted in suitable bearings on the car-
roof, locking-plate G, and the levers K L, all
constructed and arranged as and for the pur-
pose specified.

In testimony whereof we affix our signatures
in presence of two witnesses.

WILLIAM A. HAWKINS.
CHARLIE S. HAWKINS.

Witnesses:

G. C. GRACE,
F. P. POWELL.