

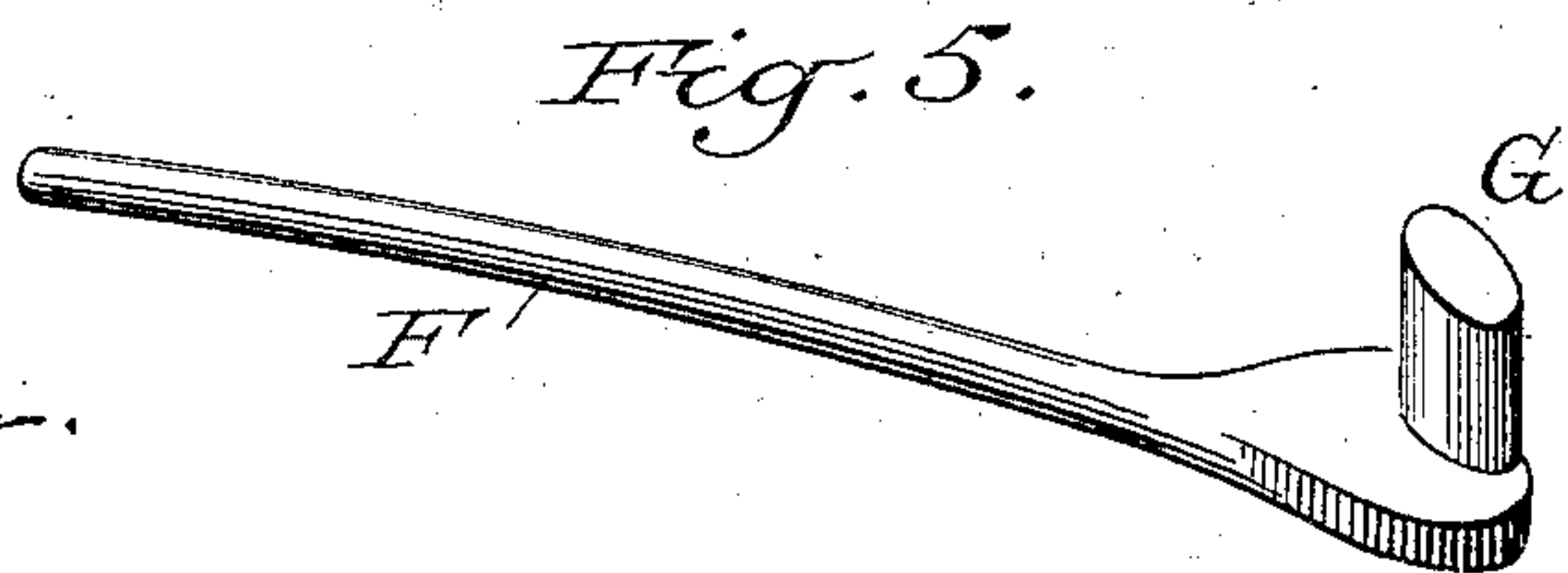
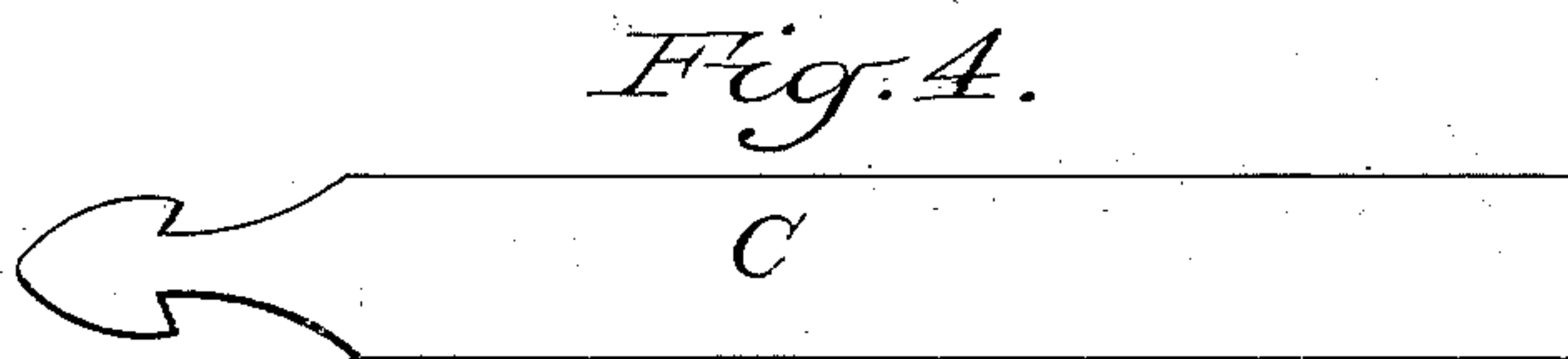
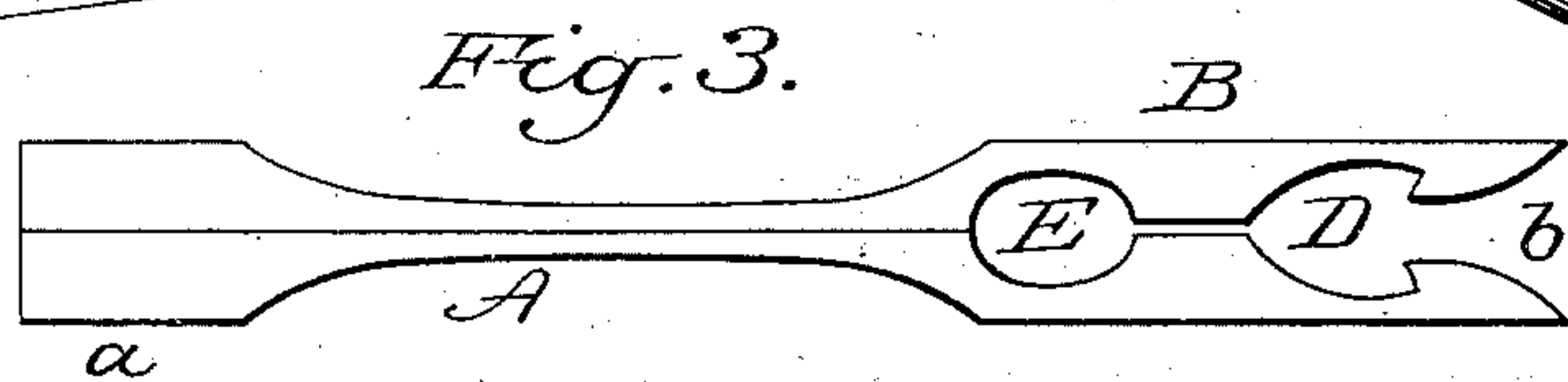
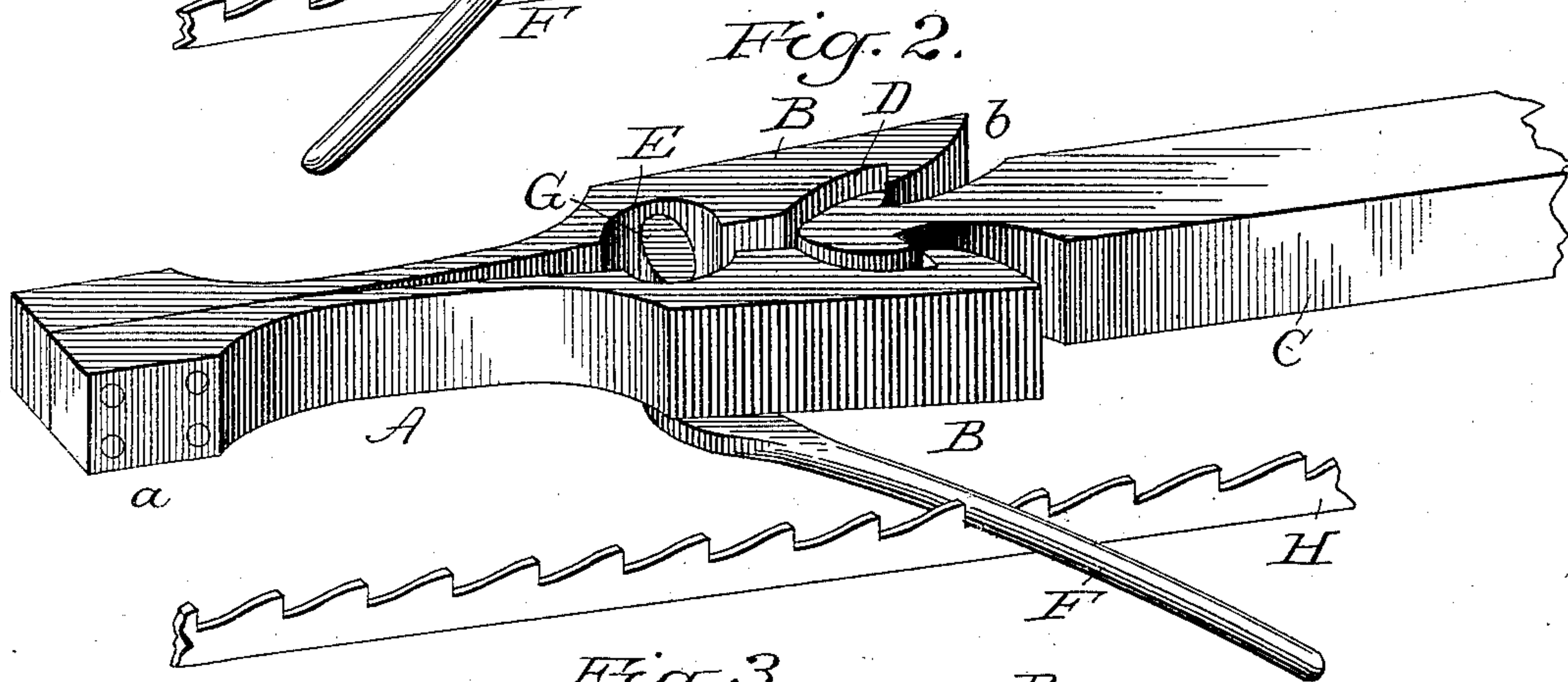
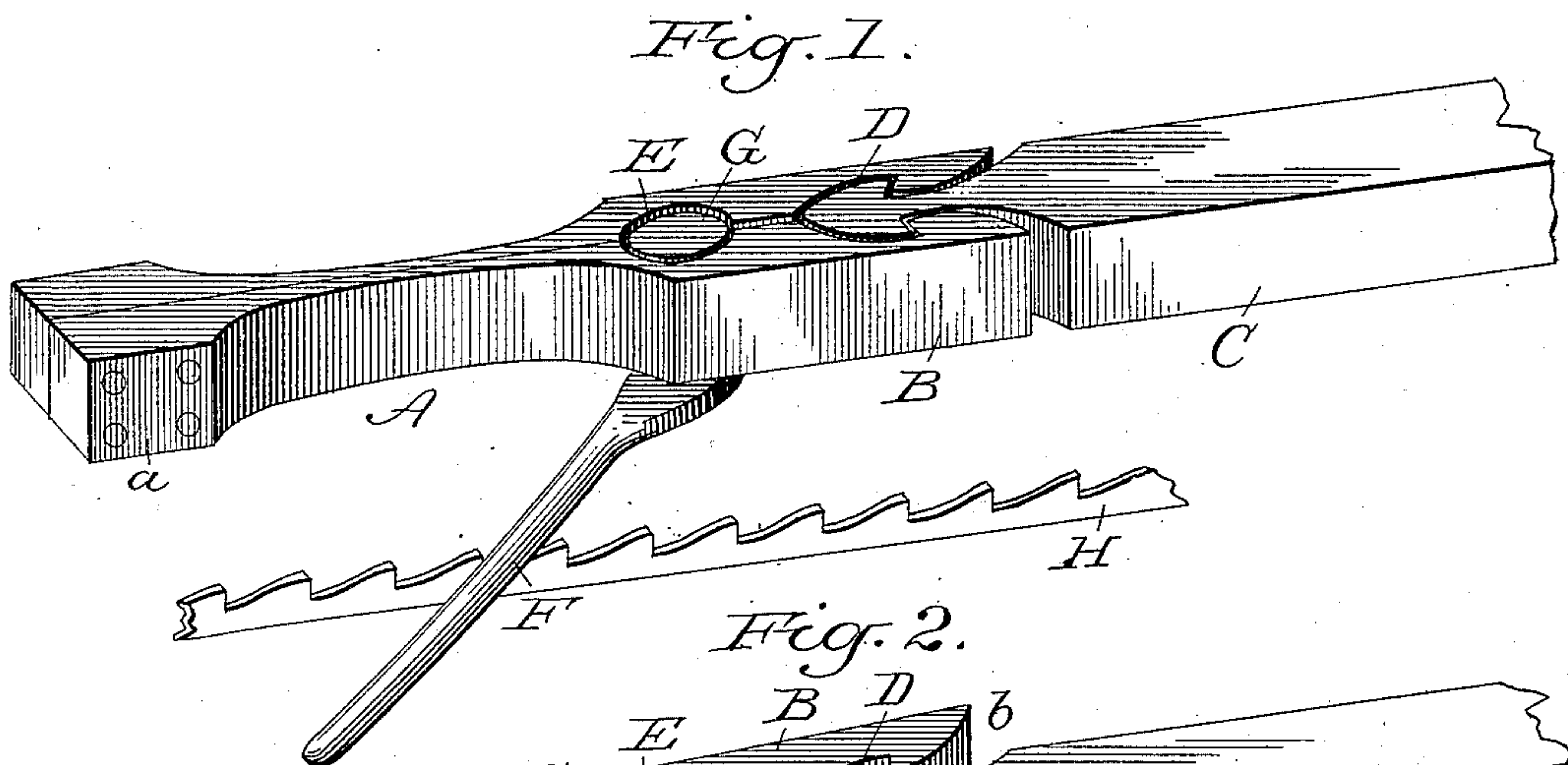
(No Model.)

S. F. GREEN.

CAR COUPLING.

No. 318,107.

Patented May 19, 1885.



Witnesses:

James W. Graham.
F. C. Klotz.

Inventor:
Samuel F. Green
By Herring & Redmond
Attys.

UNITED STATES PATENT OFFICE.

SAMUEL F. GREEN, OF SALAMANCA, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 318,107, dated May 19, 1885.

Application filed March 11, 1885. (No model.)

To all whom it may concern:

Be known that I, SAMUEL F. GREEN, a citizen of the United States, residing at Salamanca, in the county of Cattaraugus and State of New York, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to
10 which it appertains to make and use the same.

My invention relates to improvements in that class of car-couplers in which the coupling is automatic or self-acting; and the object of my invention is to produce a coupler which
15 can be easily and safely uncoupled without entering between the cars, and therefore without risk to life or limb, and which will be simple of construction, cheap to manufacture, and durable. This object I attain by the construction and combination of parts as hereinafter
20 described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my device coupled; Fig. 2, a like view showing it uncoupled; Fig. 3, a
25 plan view of the receiving or draw head; Fig. 4 a like view of the arrow-headed coupling link or bolt, and Fig. 5 a detail view of the operating-lever.

Similar letters refer to similar parts throughout the several views.
30

A represents the receiving or draw head. This head is made of spring metal, preferably in two parts, and secured together at the end lettered *a* by bolt or otherwise, so as to
35 resist the strain when the jaws B are forced apart. The jaws B are curved or flare outwardly and away from each other at *b*, so as to leave sufficient space for the arrow-headed link or bolt *c* to readily find its way between
40 them to force them apart. The jaws B are notched on their contiguous faces immediately in the rear of their curved faces *b*, so as to form a heart-shaped recess, D, when brought together, as shown in Fig. 1. The link C, as
45 before stated, is shaped like an arrow at its

head and enters between the jaws until its points slip past the points of the recess, when the jaws close and hold the link securely in place. As shown, the link C conforms to the curvature of the jaws B at the point *b*, so that
50 it may allow of play in rounding curves without forcing the jaws apart. Immediately in the rear of the heart-shaped recess or opening D the jaws are cut away, so as to leave an oval opening, E, when brought together. 55

F is a lever having an oval-shaped projection, G, on one end which enters the opening E of the head from beneath and fills it closely when the parts are in the position shown in Fig. 1. This projection G is so arranged on
60 the lever that a line drawn through its longest diameter would strike an angle of about forty-five degrees to a straight line drawn through the lever in the direction of its length. This arrangement permits the lever F to extend
65 outwardly and backwardly from the head when the jaws are closed, so as to be easily grasped by the operator without going between the cars. Upon turning the lever to the right, Fig. 1, the projection G forces the jaws apart,
70 which permits of the withdrawal of the link C, and thus uncouples the cars. The lever F rests and slides on a notched bar, H, which projects from the car to which the draw-head A is attached, and is held in any desired position by
75 catching the notches.

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

A car-coupler comprising a spring-metal head, A, having the oval opening E, the jaws
80 B, having the heart-shaped opening D and curved faces *b*, the lever F, having projection G, the notched bar H, and the arrow-headed link or bolt C, substantially as described.

In testimony whereof I affix my signature
85 in presence of two witnesses.

SAMUEL F. GREEN.

Witnesses:

PARK STEVENS,
CLAREMONT SIBLEY.