

(No Model.)

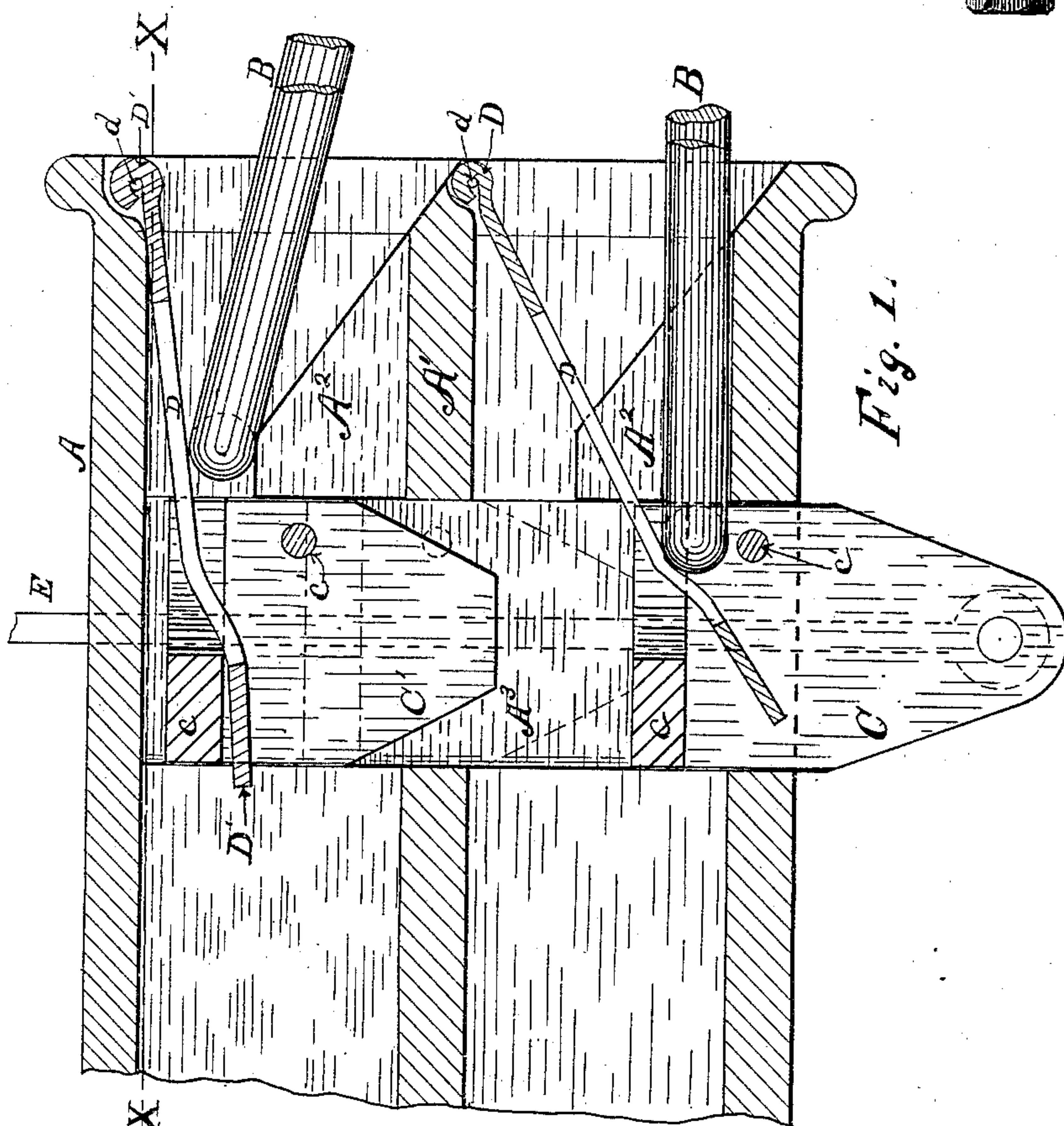
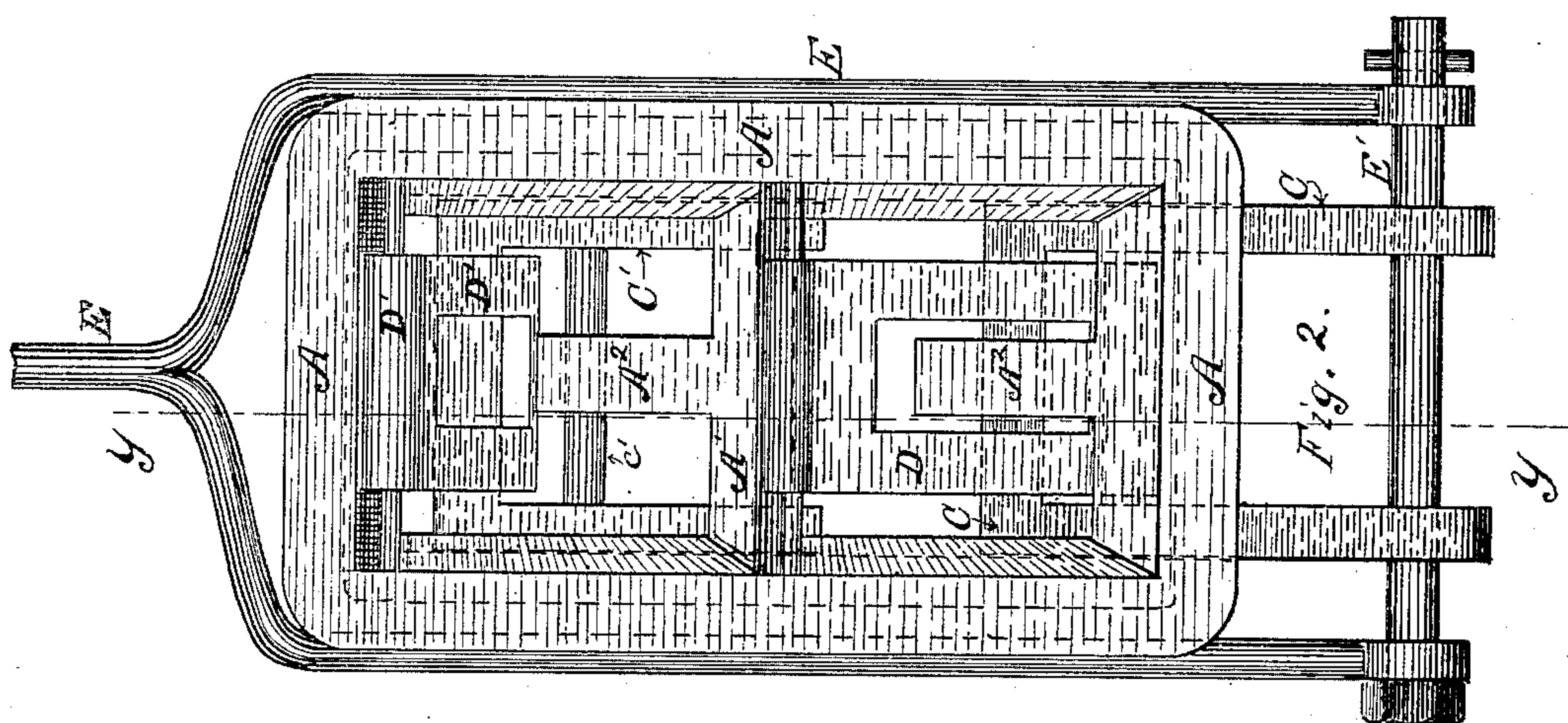
2 Sheets—Sheet 1.

R. M. CRAWFORD.

CAR COUPLING.

No. 353,442.

Patented Nov. 30, 1886.



Witnesses,
Geo. R. Byington,
J. F. Holden,

Inventor,
Royal M. Crawford
per Hallock & Hallock
Attys.

(No Model.)

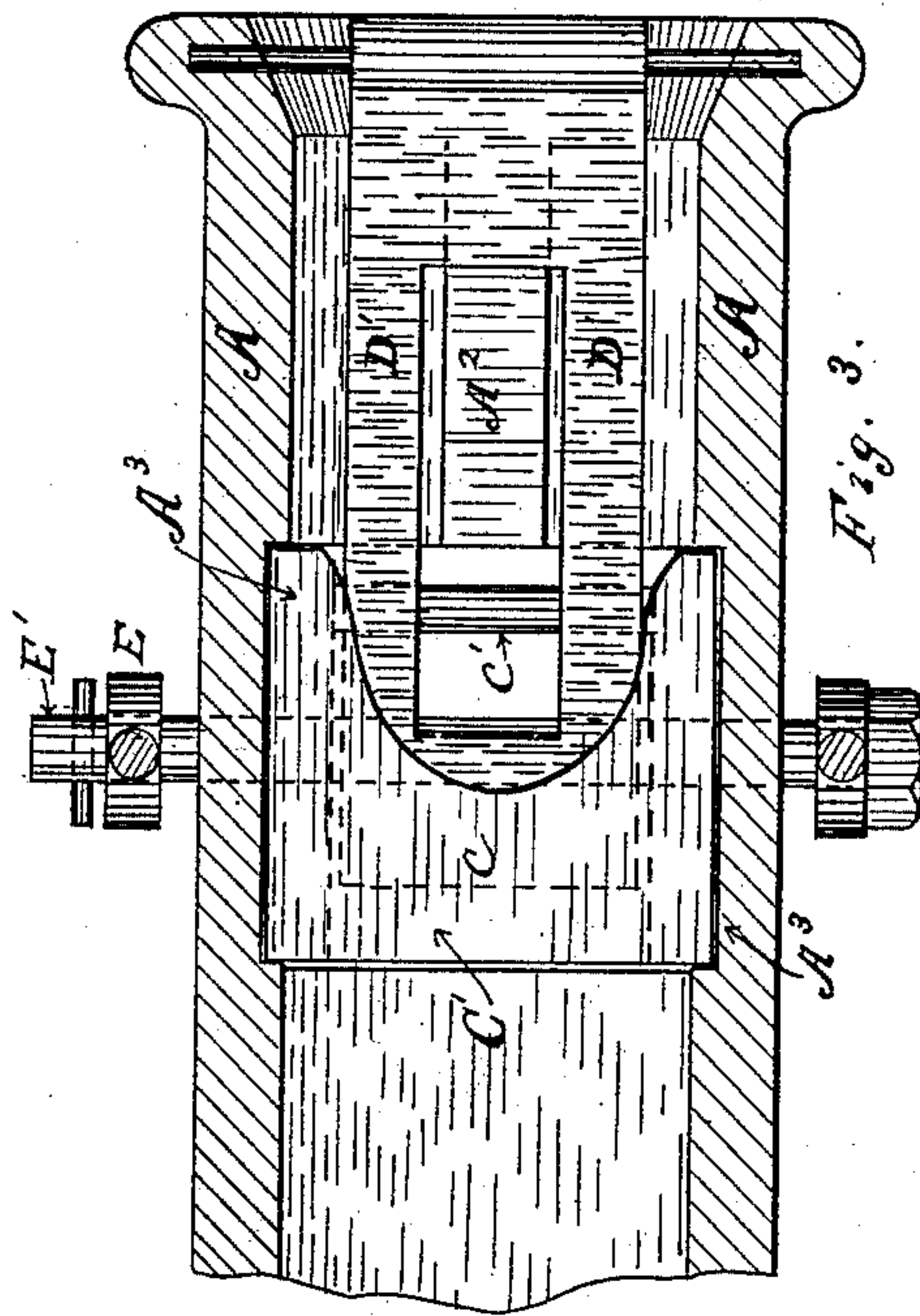
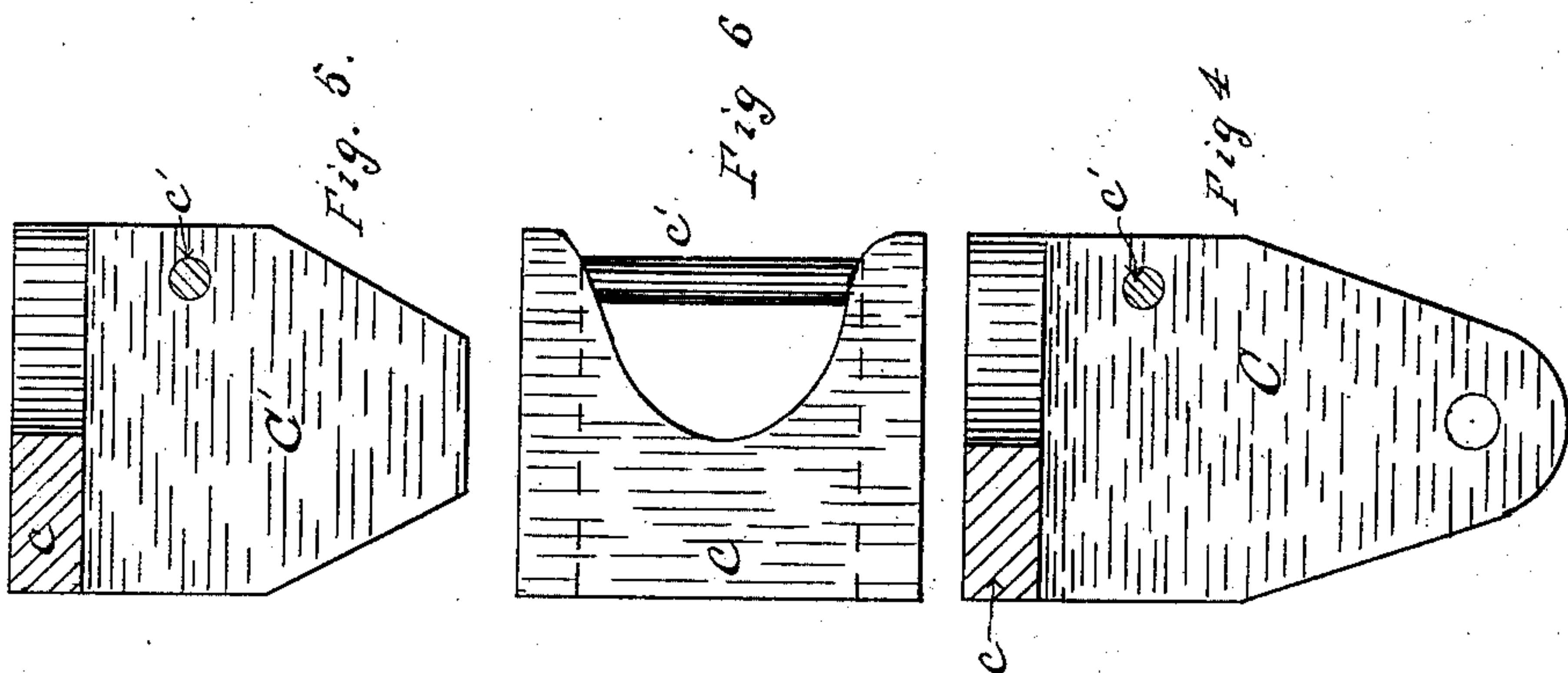
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per Haeber & Haeber
attys.

UNITED STATES PATENT OFFICE.

ROYAL M. CRAWFORD, OF ERIE, PENNSYLVANIA, ASSIGNOR OF ONE-HALF
TO NICKOLAS BLASS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 353,442, dated November 30, 1886.

Application filed April 23, 1886. Serial No. 199,943. (No model.)

To all whom it may concern:

Be it known that I, ROYAL M. CRAWFORD, a citizen of the United States, residing at Erie, in the county of Erie and State of Pennsylvania, 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 which it ap-
10 pertains to make and use the same.

This invention relates to car-couplers; and it consists in certain improvements in the construction thereof, as will be hereinafter set forth, and pointed out in the claims.

15 My invention is illustrated in the accompanying drawings as follows: Figure 1 is a vertical longitudinal section through the draw-head on the line *y y* in Fig. 2. Fig. 2 is a front elevation looking into the throat of the draw-head. Fig. 3 is a horizontal section on the line *x x* in Fig. 1. Figs. 4, 5, and 6 are views of the slides C and C' detached from the draw-head.

A marks the draw-head, which is divided into an upper and lower compartment by a partition, A', and on the bottom of each compartment there is a catch-lug, A², for engaging the link. The object of the two compartments is to enable cars having this draw-
25 head to engage the links on cars of different heights.

In Fig. 1 I show a link, B, engaged with the catch-lug A² in the lower compartment, and in the upper compartment I show a link just entering the draw-head. This is for the purpose of illustration, as there will not be two links in the draw-head at once; but where contiguous cars are each provided with my draw-head two links may be used, if it is de-
35 sired to do so.

In the draw-head, back of the catch-lugs A², there is a vertical way, A³, in which are adjusted two slides, C C', of which C extends below the draw-head and is connected with a
45 yoke, E, by a pin, E'. The yoke passes up

over the top of the draw-head, and may be connected by a stem with levers, placed as desired, by which it can be raised or lowered, and so raise or lower the slides. The slide C'—the upper one—sets on the lower one, and
50 will be raised as the lower one is lifted, and it can also be raised independent of the lower one, as is seen in Fig. 1. These slides are also lifted by levers D D, which are hung at *d d* in the mouths of the compartments; but this
55 lifting only occurs when a link is pushed up the incline of the catch-lugs A². On each of the slides, below the link, is a cross-bar, *c'*, which, when the slides are raised by the yoke E, will lift the link up and permit it to dis-
60 engage from the catch-lug.

It will be understood from the foregoing that the coupling of cars will be done automatically as they are brought together, the link on one entering the draw-head on the
65 other, and becoming engaged with the catch-lug in the compartment it happens to enter, and that the uncoupling is effected by lifting the yoke E, which lifts the slides and disengages the link from the catch-lug.
70

What I claim as new is—

1. In a car-coupler, the combination, with the draw-head A, of the catch-lug A², the slide C, having the cross-bar *c'*, the lever D, pivoted at *d*, and engaging said slide, and the
75 yoke E, for lifting said slide to disengage the link from the catch-lug.

2. In a car-coupler, the combination, with a draw-head, A, having two compartments, as shown, of the catch-lugs A² in each com-
80 partment, the slides C and C', each having a cross-bar, *c'*, the levers D D, and the yoke E, for lifting both of said slides, as set forth.

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

R. M. CRAWFORD.

Witnesses:

ROBT. H. PORTER,
H. L. REYNOLDS.