

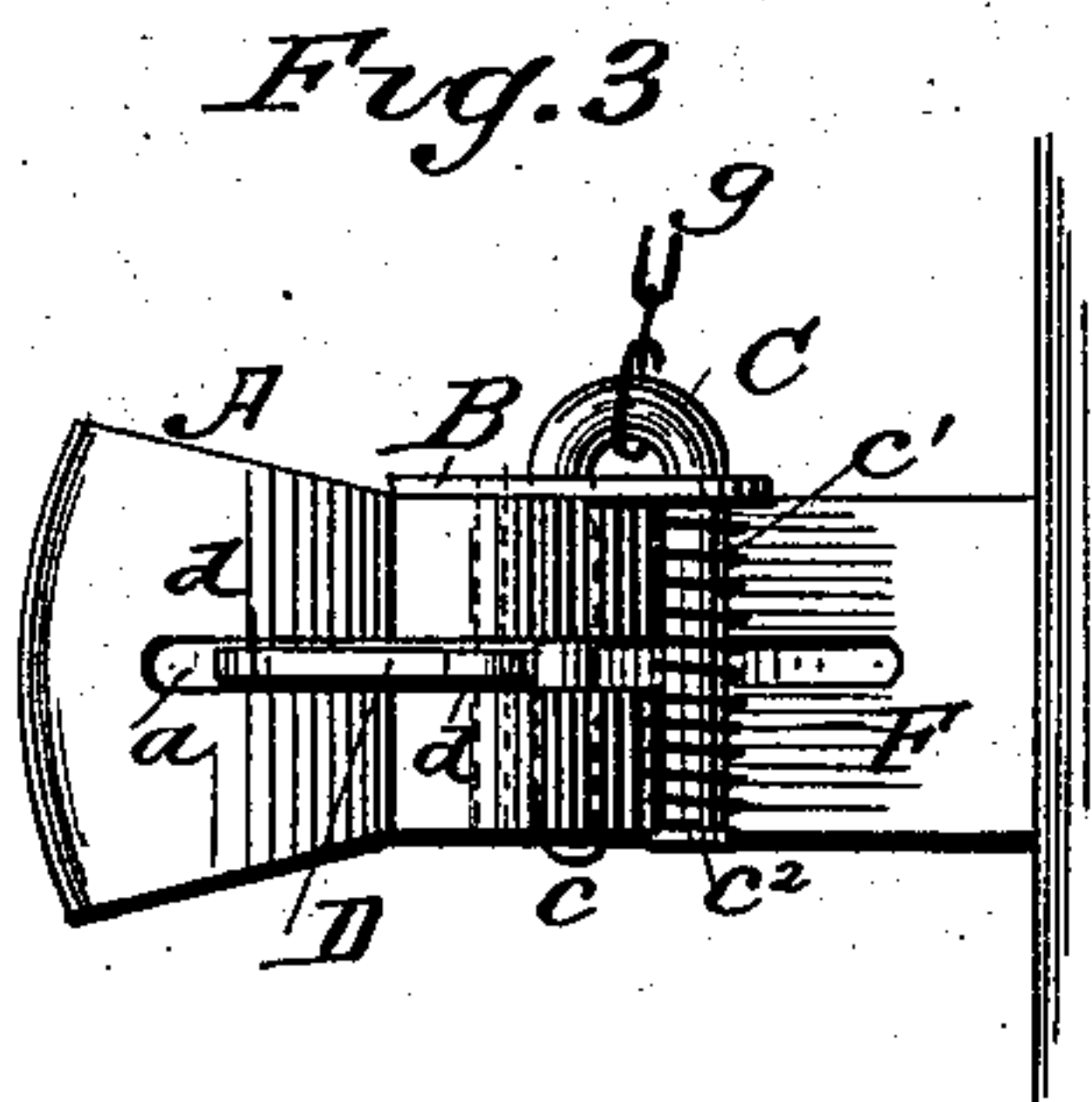
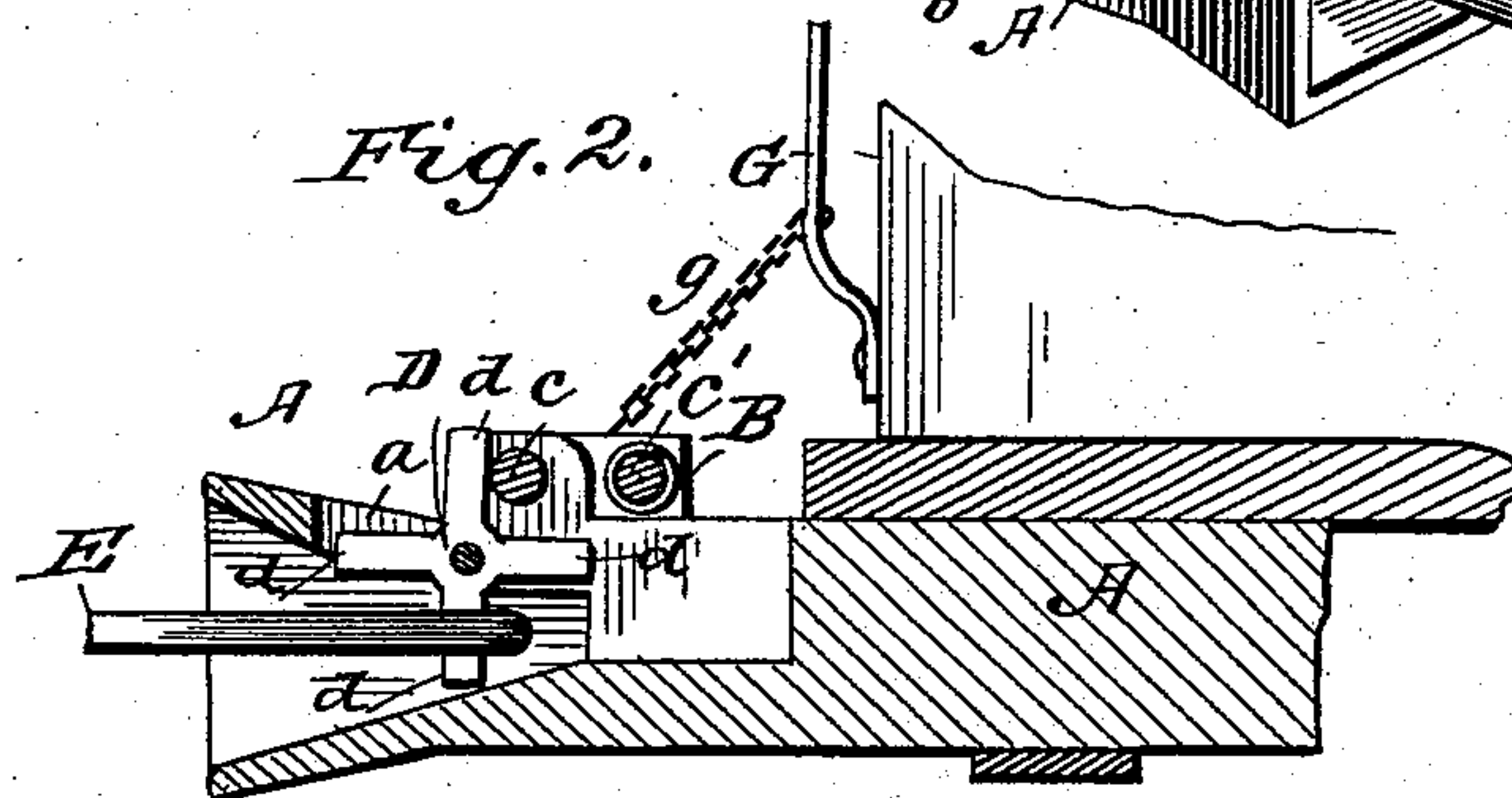
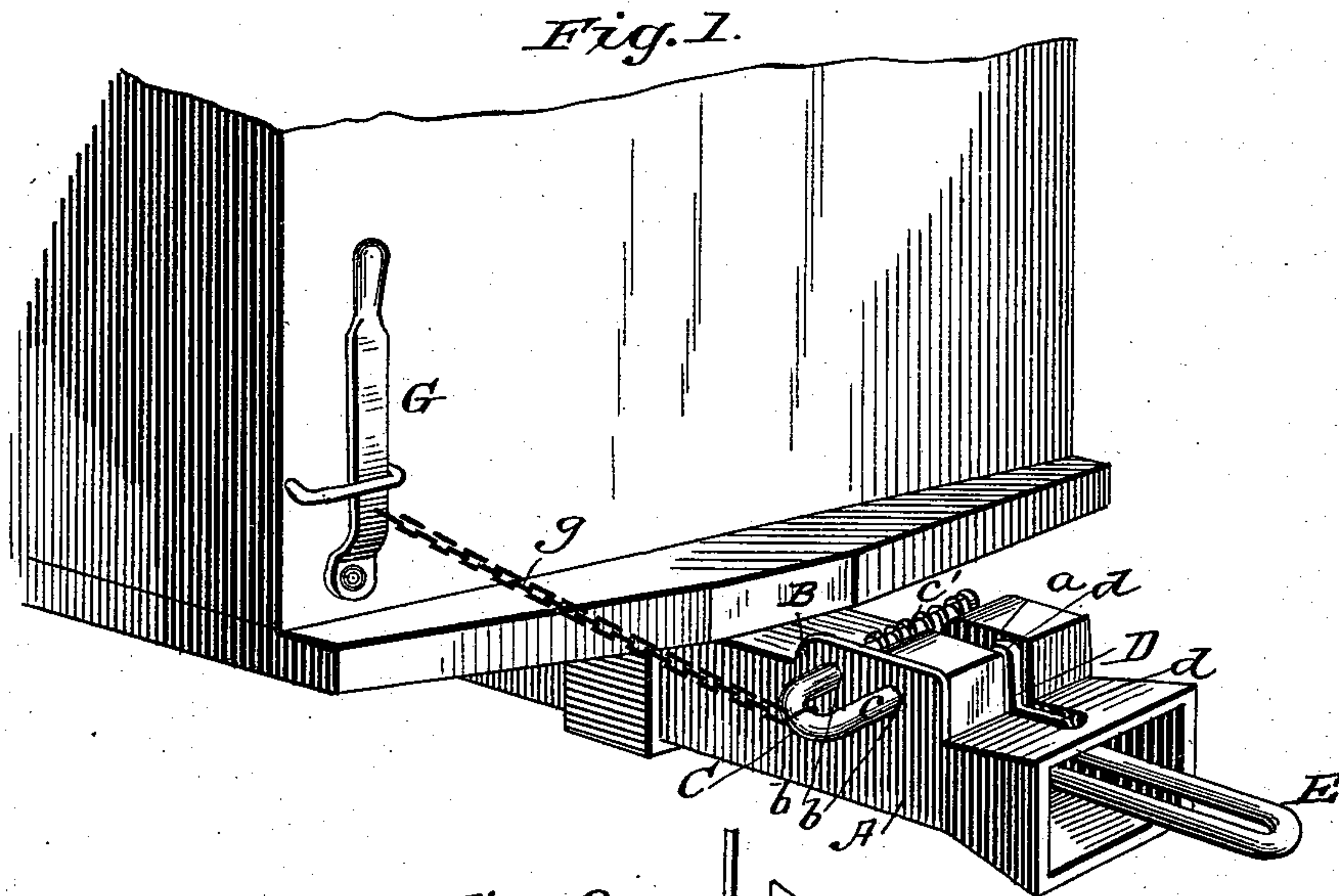
(No Model.)

L. A. RUDISILL.

CAR COUPLER.

No. 376,967.

Patented Jan. 24, 1888.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LOUIS A. RUDISILL, OF CHARLOTTE, NORTH CAROLINA.

CAR-COUPLER.

SPECIFICATION forming part of Letters Patent No. 376,967, dated January 24, 1888.

Application filed September 14, 1887. Serial No. 249,729. (No model.)

To all whom it may concern:

Be it known that I, LOUIS A. RUDISILL, of Charlotte, in the county of Mecklenburg and State of North Carolina, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention is an improved car-coupling; and it consists in certain features of construction and novel combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of my improved car-coupling. Fig. 2 is a longitudinal section thereof drawn along-side of the link-securing wheel, and Fig. 3 is a top plan view of the coupling.

The draw-head A may, except in the particulars hereinafter named, be of ordinary construction. This draw-head has a slot, *a*, for the link-securing wheel, and is provided with a suitable wall, B, having openings *b* for the passage of the arms *c c'* of the double-armed bolt C.

The wheel D has arms *d*, all alike and all adapted to secure the link E when the parts are properly arranged for use. The bolt C has its arms *c* movable through its bearing and across the path of the arms of the wheel D, and by engagement with the rear side of one of said arms holds the wheel from turning back, thus holding one of the arms—that is to say, the arm diametrically opposite the one engaged by bolt D—in position to secure the link. The bolt is preferably made with the two arms *c c'* forming a U shape, the arm *c'* serving to receive the spring F and having a head, *c²*. The spring F, it will be seen, is fitted on the arm *c'* and bears between the head *c²* of and the wall through which said arm *c'* is passed. The U shape of this bolt also affords a convenient point for the attachment of the chain *g*, which connects the bolt with the lever G, by which the bolt may be drawn laterally to clear the path of the link-securing wheel.

The construction is simple, strong, and may be easily operated. It will be seen that it is not necessary to slack up the cars in order to uncouple.

By arranging the bolt transversely to the wheel—that is to say, with a line of movement at right angles to the line or plane of movement of the wheel—I avoid all liability of any sudden strain or jar on the wheel effecting a release of the bolt.

The arrangement of the bolt to move laterally, as shown, facilitates a simplicity in the construction of the connections between the lever and the bolt, as will be seen.

Having thus described my invention, what I claim as new is—

1. A car-coupling having an armed link-securing wheel and provided with a bolt movable transversely across the path of the wheel, substantially as and for the purposes specified.

2. The combination of the draw-head, the armed wheel, the bolt, and the spring, substantially as set forth.

3. The draw-head and the armed link-securing wheel combined with the bolt made U-shaped, providing the arms *c c'*, one of which is movable into position to engage the wheel and the other being adapted to receive the spring, and the spring, substantially as set forth.

4. The improved car-coupling herein described, consisting of the draw-head having a slot, *a*, and wall B, provided with openings *b*, the armed wheel, the U-shaped bolt C, having arms *c c'*, passed through openings *b*, the spring on arm *c'*, and the lever connected with the bolt, substantially as set forth.

LOUIS A. RUDISILL.

Witnesses:

D. G. MAXWELL,
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