(No Model.)

C. S. EDWARDS.

CAR COUPLING.

No. 377,670. Patented Feb. 7, 1888.

Fig. 1.

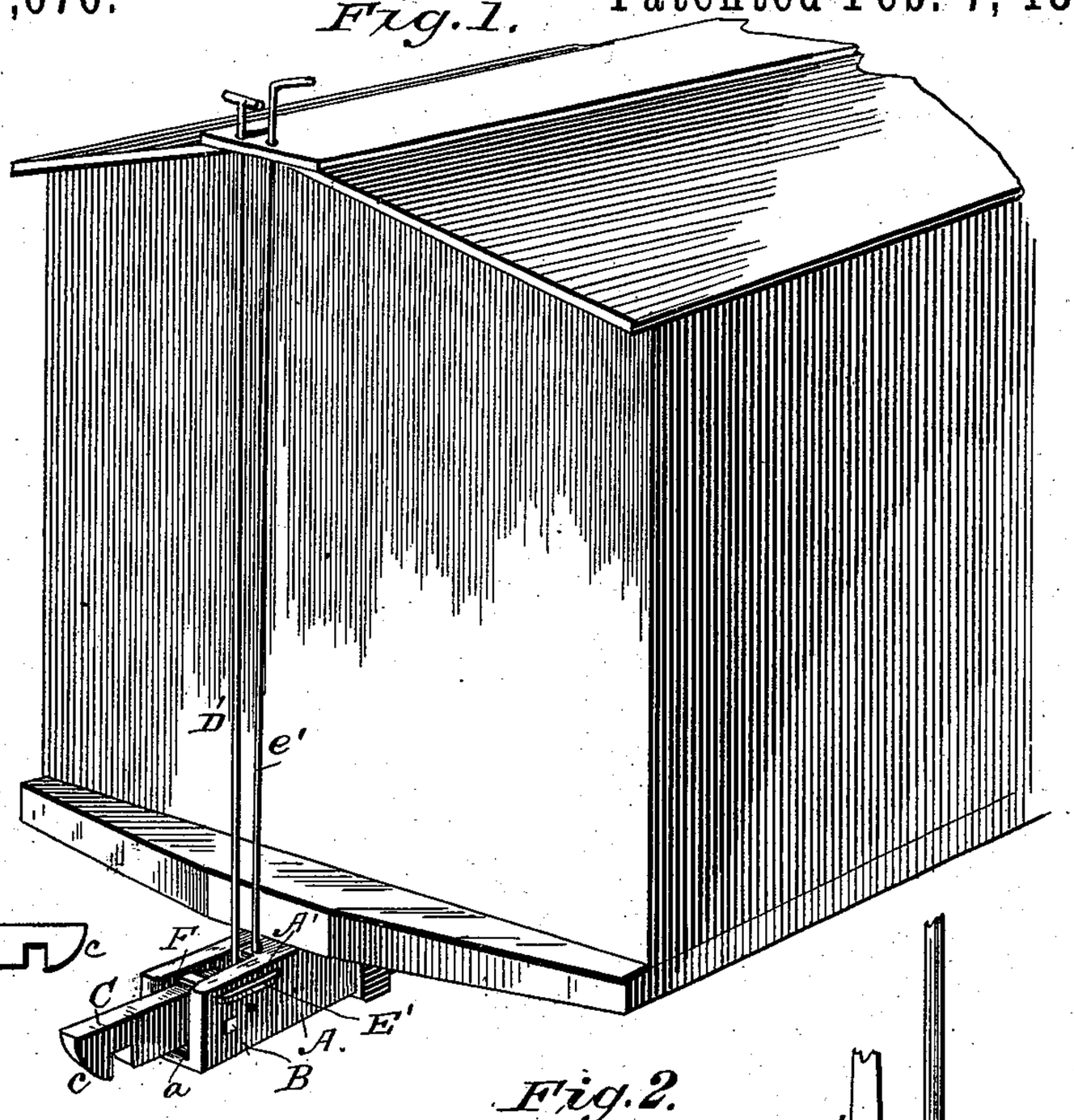

Fig. 6.

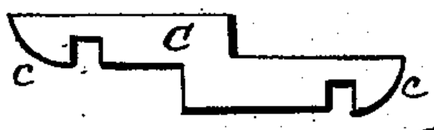

Fig. 2.

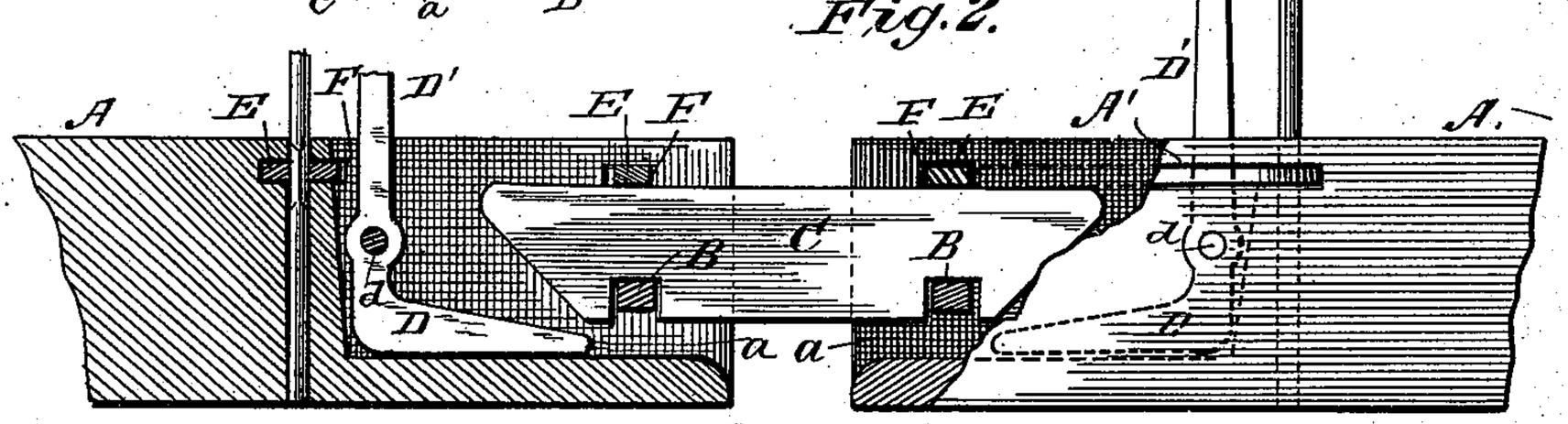

Fig. 3.

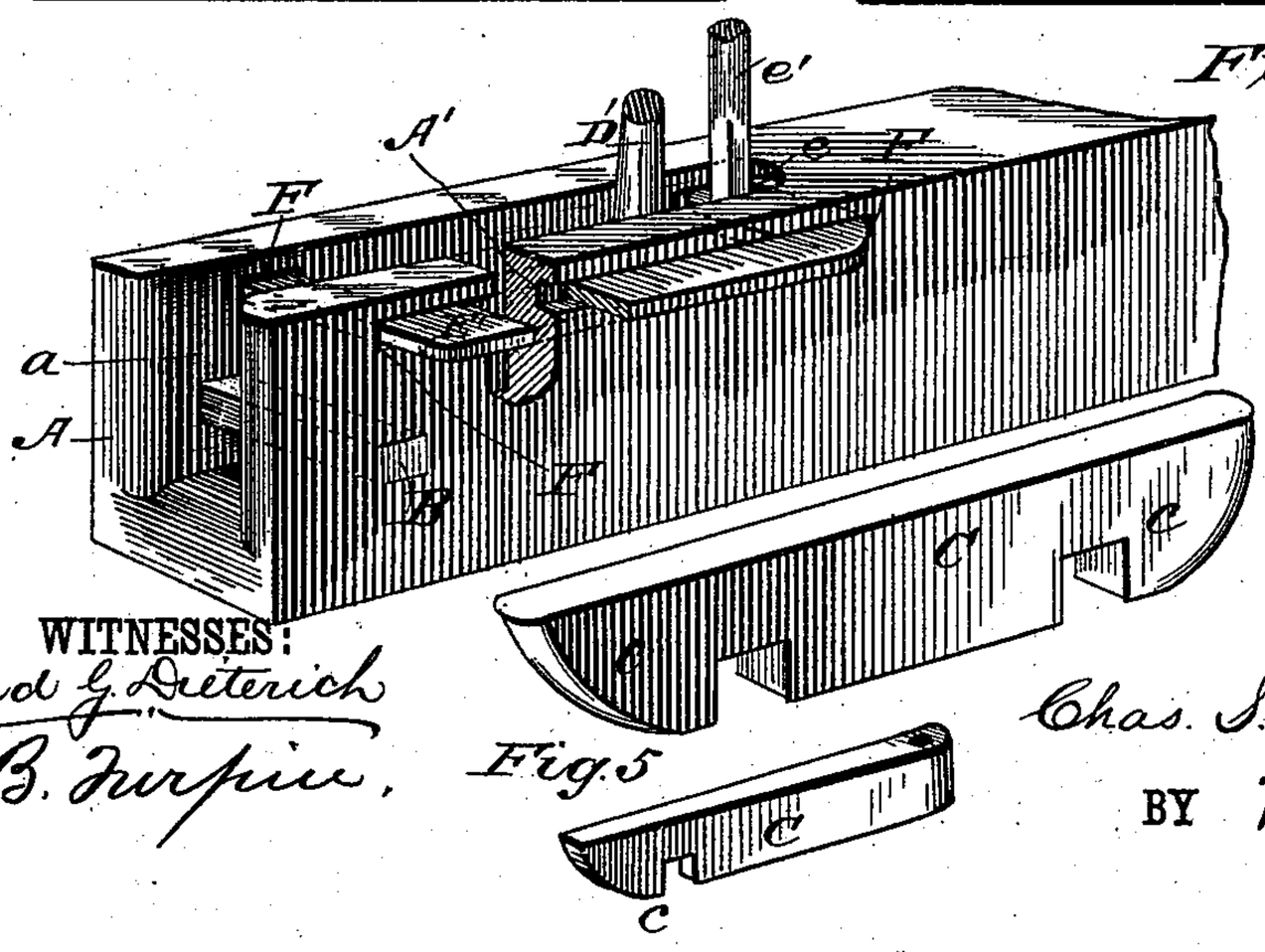

Fig. 4.

Fig. 5

WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES S. EDWARDS, OF FORKLAND, ASSIGNOR OF ONE-HALF TO JAMES McGEE, OF EUTAW, ALABAMA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 377,670, dated February 7, 1888.

Application filed May 23, 1887. Serial No. 239,140. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. EDWARDS, of Forkland, in the county of Greene and State of Alabama, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention is an improvement in car-couplings; and it consists in certain novel constructions and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of one end of a car provided with my improved coupling. Fig. 2 is a side view of two of my couplings, parts being broken away, and others shown in section. Fig. 3 is a detail perspective view of one of my couplings, and Fig. 4 is a detail side view of the coupling bar or link. Figs. 5 and 6 are detail views of different forms of links or coupling-bars, all of which will be described.

The draw-head A has the mortise *a* for the coupling-bar, and is provided with the transverse bar or bearing B for engagement by the hook *c* of the draw-bar C. In rear of this bearing B, I pivot the uncoupling device or lever D, the same being pivoted at its rear end at *d*, and having its forward end movable upward in rear of bearing B to lift the coupling-bar thereover to release the same. The handle portion D′ of lever D usually extends upward to the top of the car, so the coupling-bar may be released without going between the cars.

To lock the coupling-bar in the draw-head, I provide the locking-bar E, which is movable transversely over the draw-bar when the latter is in the draw-head. It is preferred to provide the draw-head with openings F, through which the cross-bar moves. By preference the cross-bar is supported on the end of an arm, E′, which is pivoted at *e* to the draw-head, and has a handle, *e′*, extended to the top of the car.

The side of the draw-head is provided with a mortise, A′, extending rearwardly from one of the openings F to partially receive the arm F′ of the locking-bar.

The operation is simple and will be readily understood. When the locking-bar is moved outward, the draw-bar may be moved into connection with the bearing in the draw-head. Then by moving the locking-bar over the draw-bar the latter will be secured. The draw-bar so secured will properly engage a meeting draw-head, in which the locking-bar is moved outward, as will be obvious from the drawings.

The cross-bar is made of cast-iron, so it will give way in case of accident, as when the train runs off the track or through a trestle, so the following cars will not be dragged after the derailed ones.

The coupling-bar shown in Fig. 5 has a hook at one end and an opening through its opposite end fitted to receive a common coupling-pin, so that one of my draw-bars may, by the use of said coupling-bar, be coupled with an ordinary draw-head.

In Fig. 6 the draw-bar is shown stepped, so that two draw-bars of different heights may be coupled together.

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

1. The draw-head A, having bearing B, combined with the pivoted arm E′, having a locking-bar, E, substantially as set forth.

2. In a car-coupling, the draw-head having bearing B, openings F F, and mortise A′, combined with the pivoted arm E′, having locking-bar E, substantially as set forth.

3. The improvement in car-couplings herein described, consisting of the draw-head having bearing B and openings F, the lifting-lever D, the arm E′, and the locking-bar, substantially as set forth.

CHARLES S. EDWARDS.

Witnesses:
E. S. LATIMER,
R. H. BATTON.