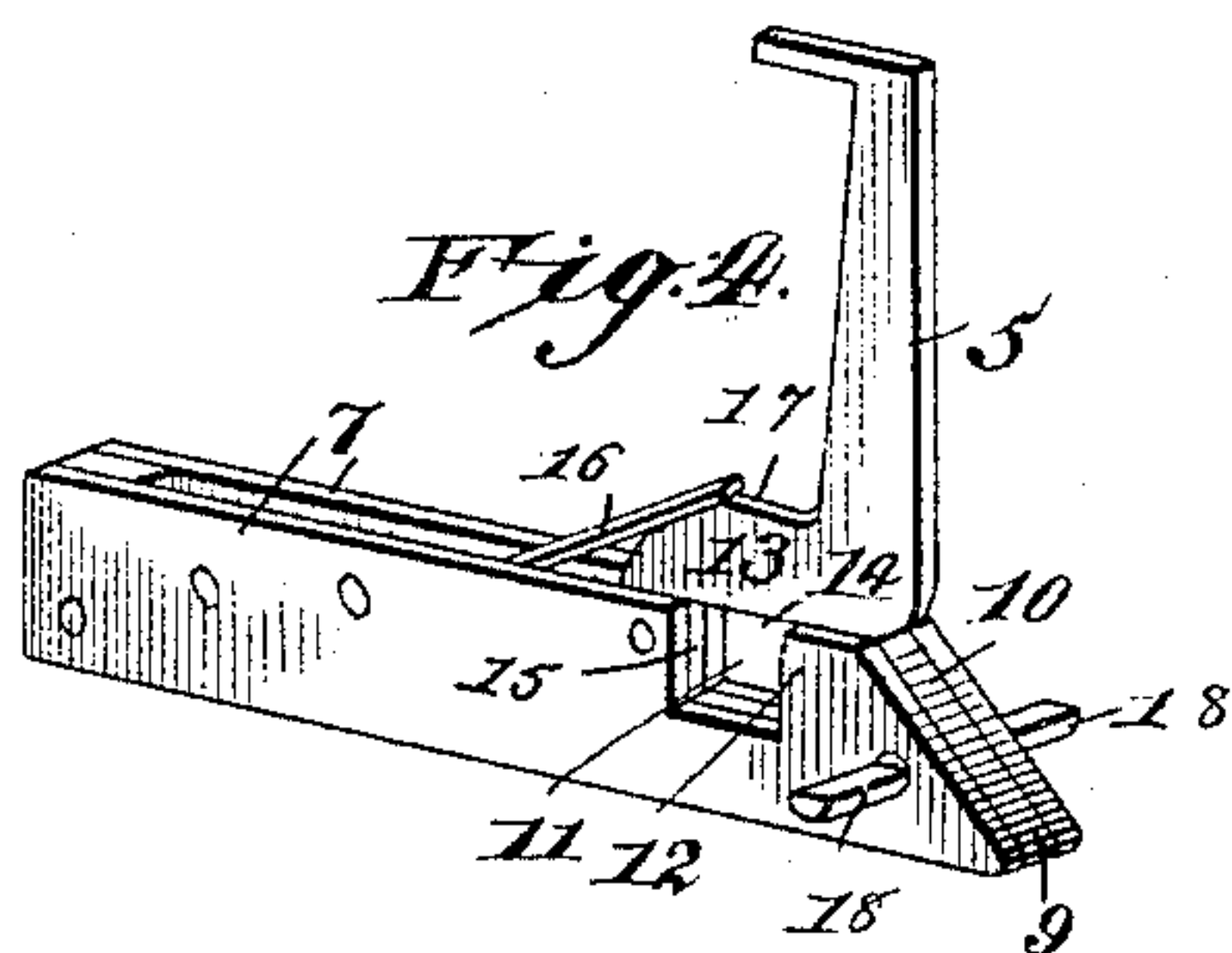
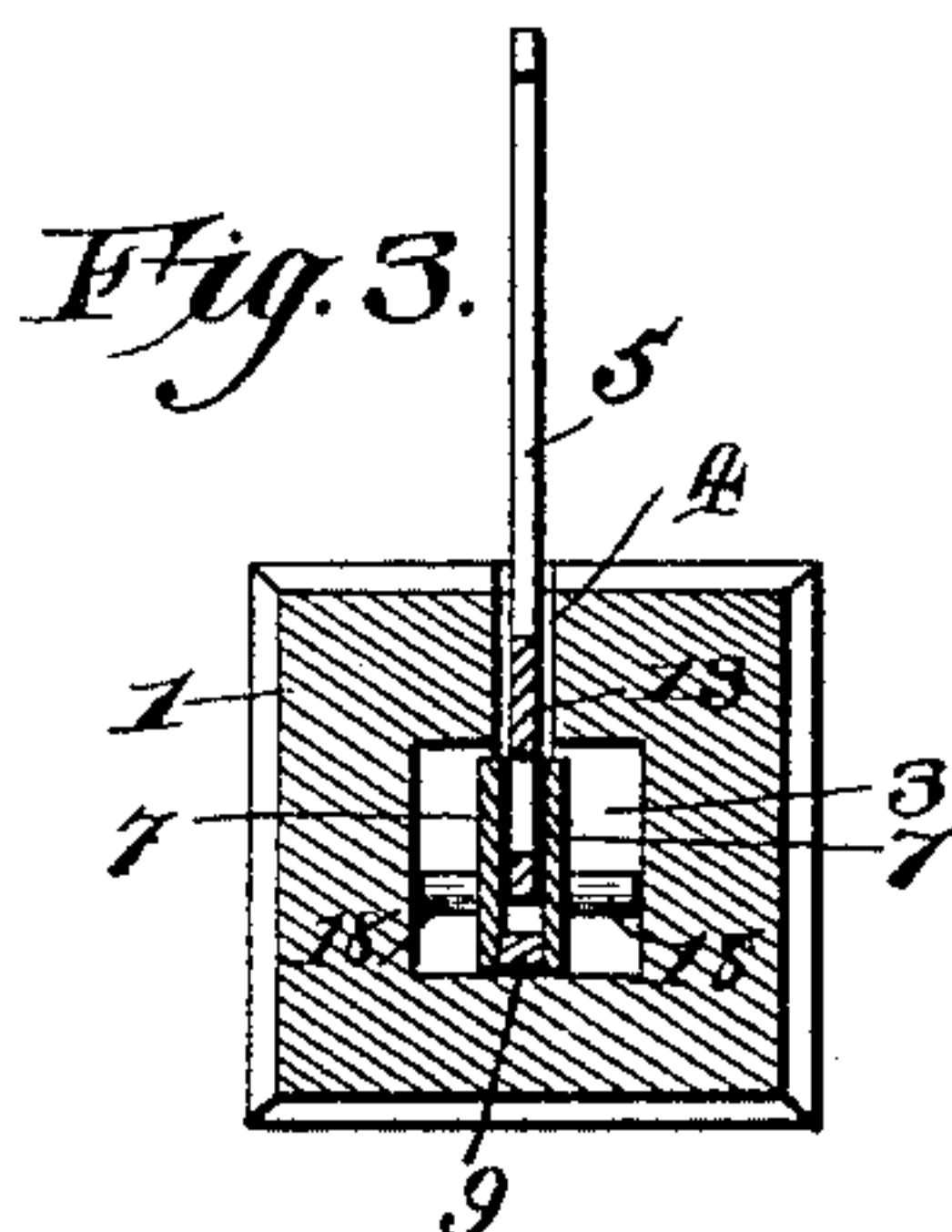
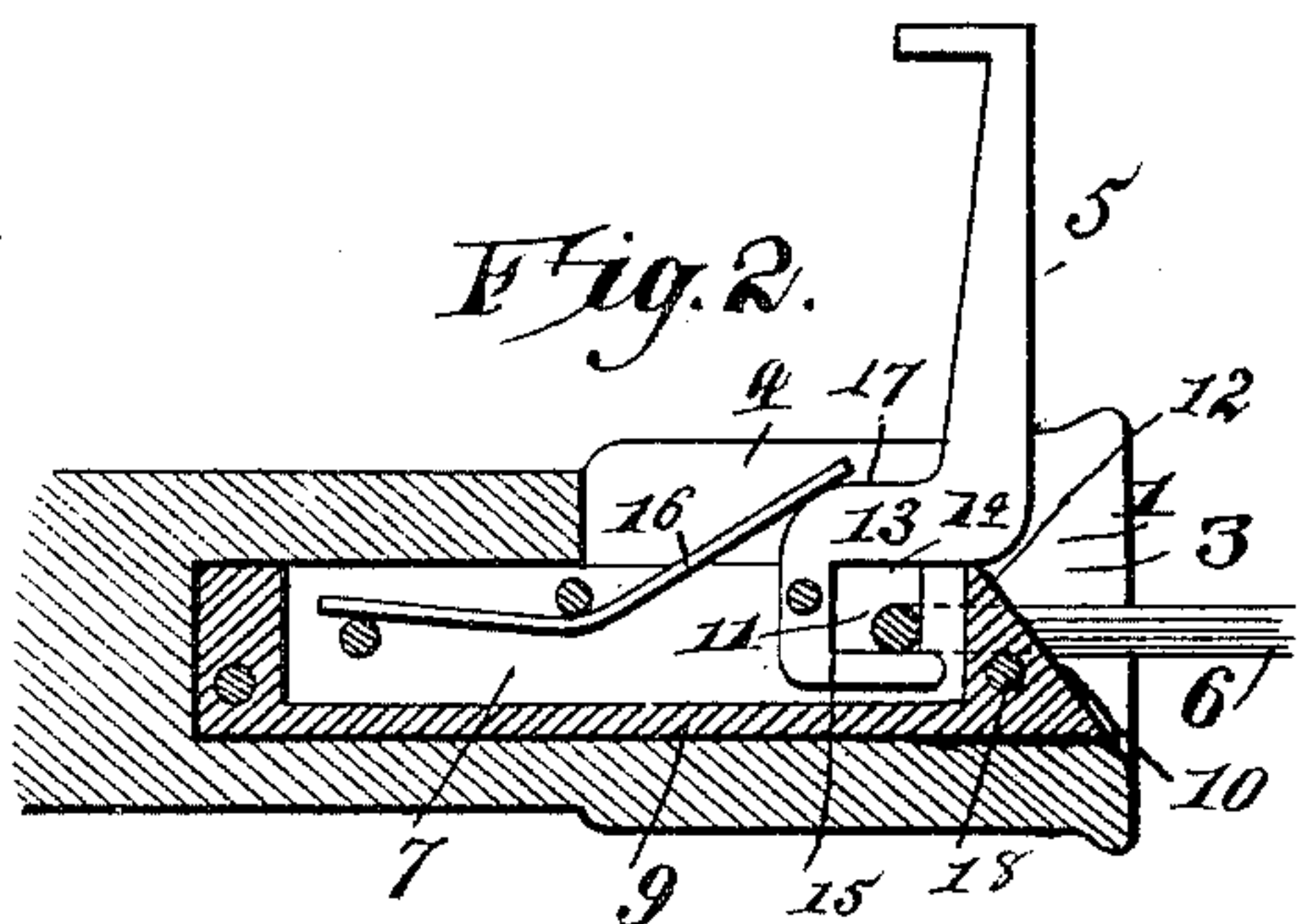
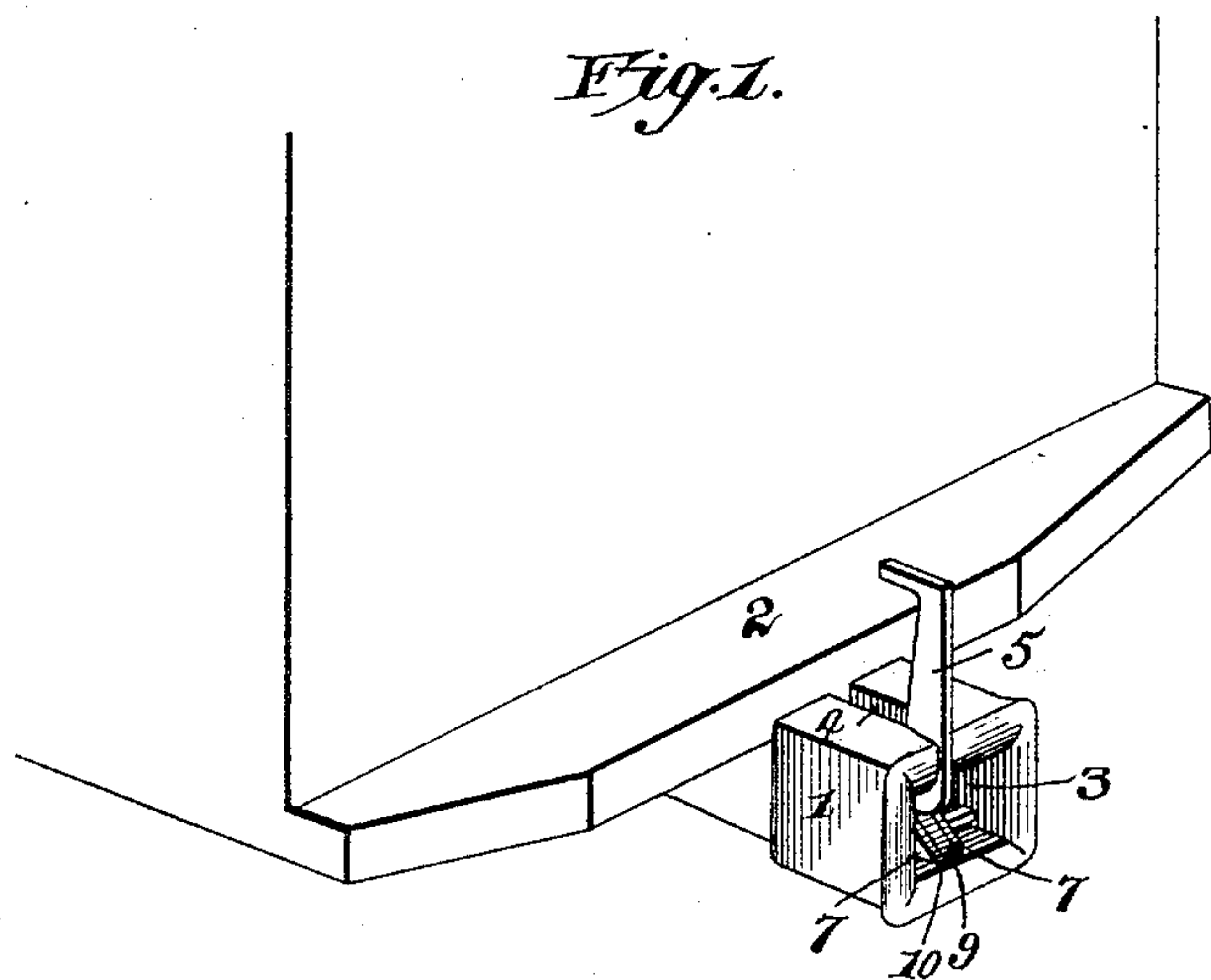


(No Model.)

G. H. WILLIAMS.
CAR COUPLING.

No. 442,160.

Patented Dec. 9, 1890.



Witnesses
H. G. Dieterich.

H. G. Dieterich

Inventor
George H. Williams

By *his* Attorneys.

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

GEORGE H. WILLIAMS, OF ALBANY, OREGON, ASSIGNOR OF ONE-HALF TO
RICE D. MONTAGUE, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 442,160, dated December 9, 1890.

Application filed September 17, 1890. Serial No. 365,232. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. WILLIAMS, a citizen of the United States, residing at Albany, in the county of Lynn and State of Oregon, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to simplify and improve the construction of car-couplings and provide a device capable of automatically coupling when the cars come together and of being readily uncoupled without necessitating a person passing between the cars.

15 The invention consists in the construction and novel combination and arrangement of parts, which will be hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the claims.

20 In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view. Fig. 4 is a detail perspective view of the plates.

25 Referring to the accompanying drawings, 1 designates a coupler-head suitably secured to a car 2 and provided with a longitudinal opening 3 and a slot 4, located at the top of the coupler-head and communicating with the longitudinal opening 3 and extending in-
30 ward from the outer end and providing a way in which a lever 5 works backward and forward to release and secure a link 6. The lever 5 is pivoted between plates 7, which are separated by the recess 8 by a rib 9, which extends along the bottom and front edges, and the front of the plates 7 and rib 9 are beveled at 10 to direct the link into oppositely-disposed recesses 11, which are arranged back of the beveled front end 10 and form a catch 12,
45 against the rear shoulder of which the link 6 engages when the cars are coupled. The lever 5 is provided with a rearwardly-extending rectangular end 13, which is pivoted back of the recesses 11, and is provided in its front edge
50 with an opening 14, which when the lever is

vertical registers with the recesses 11 of the plates, and the shoulder 15 of the catch 12 closes the mouth of the opening of the lever and the link 6 is confined, and in order to prevent the lever accidentally moving rearward and lifting the link from the recesses 11 and uncoupling the cars a spring 16 is secured between the plates 7 and has its free end arranged to engage the lever. When the lever is thrown back to open the recesses preparatory to coupling, the spring bears against the upper edge 17 of the rearwardly-extending end, which is thrown back beyond the pivotal point, and is thereby held in that position, and when the cars come together the link 6 rides up the beveled front end of the catch and drops in the opening of the lever, and by its weight brings the said lever to a vertical position and closes the recess and is confined therein. The link 6 is held in position preparatory to coupling by lateral projections 18, extending from the sides of the catch and preferably formed by a pin passing through the side plates and the rib.

25 The lever is designed to be connected to suitable means for enabling the lever to be moved rearward and brought to its position for coupling from the top and sides of the car to prevent a person passing between and endangering life and limb. Should a car be overturned, the link 6 would be twisted sufficiently to raise the lever and uncouple the cars and prevent one car derailing another.

30 From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will be readily understood.

Having thus described my invention, I claim—

1. In a car-coupling, the combination, with the coupler-head, the plates provided at their front ends with the catch 12, and the spring-actuated lever pivoted between the plates and provided with an opening arranged to be closed by the catch when it is in a vertical position to confine a link, substantially as described.

2. In a car-coupling, the combination of the coupler-head, the plates having their front ends beveled and provided with the recesses

11, the lever pivoted between the plates and provided with a rearwardly-extending end having an opening arranged to register with the recesses, and the spring arranged to engage the lever, substantially as described.

3. In a car-coupling, the combination of the coupler-head, the plates having their front ends beveled and provided with recesses, the rib interposed between the plates, the lever
10 pivoted between the plates and provided with a rearwardly-extending rectangular end having an opening arranged to register with the

recesses, the spring secured between the plates and having its free end bearing against the lever, and the lateral projections arranged at the sides of the catch and adapted to support a link, substantially as described. 15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE H. WILLIAMS.

Witnesses:

D. H. JAMES,
GEO. DICKINSON.