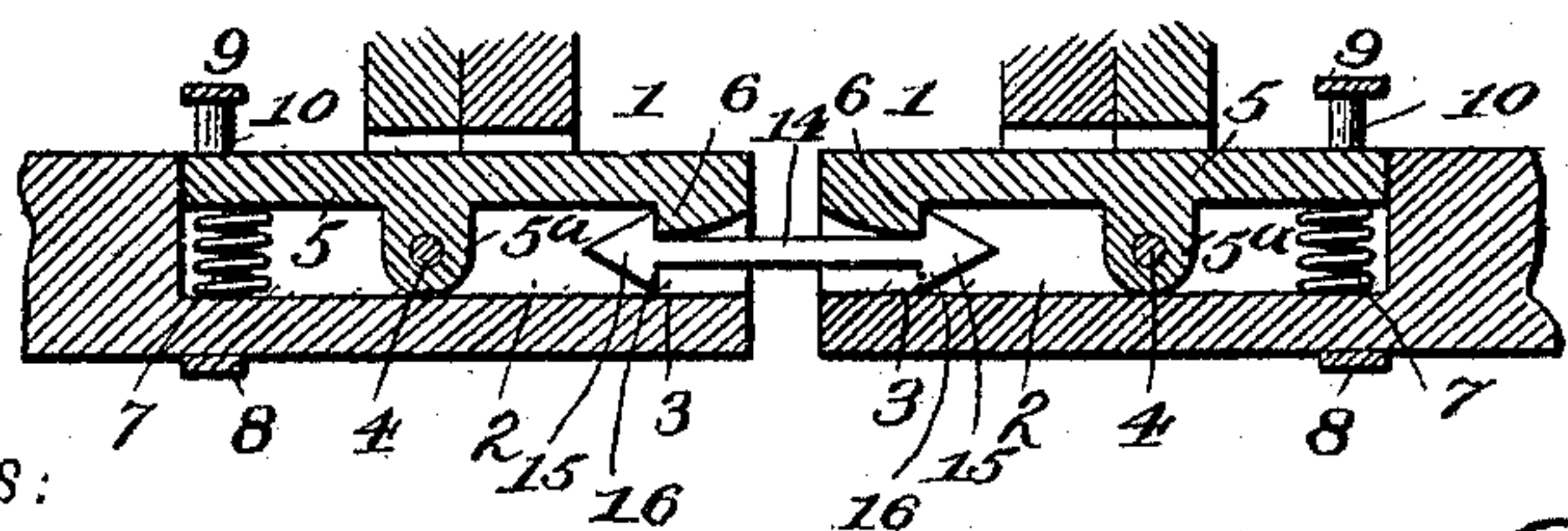
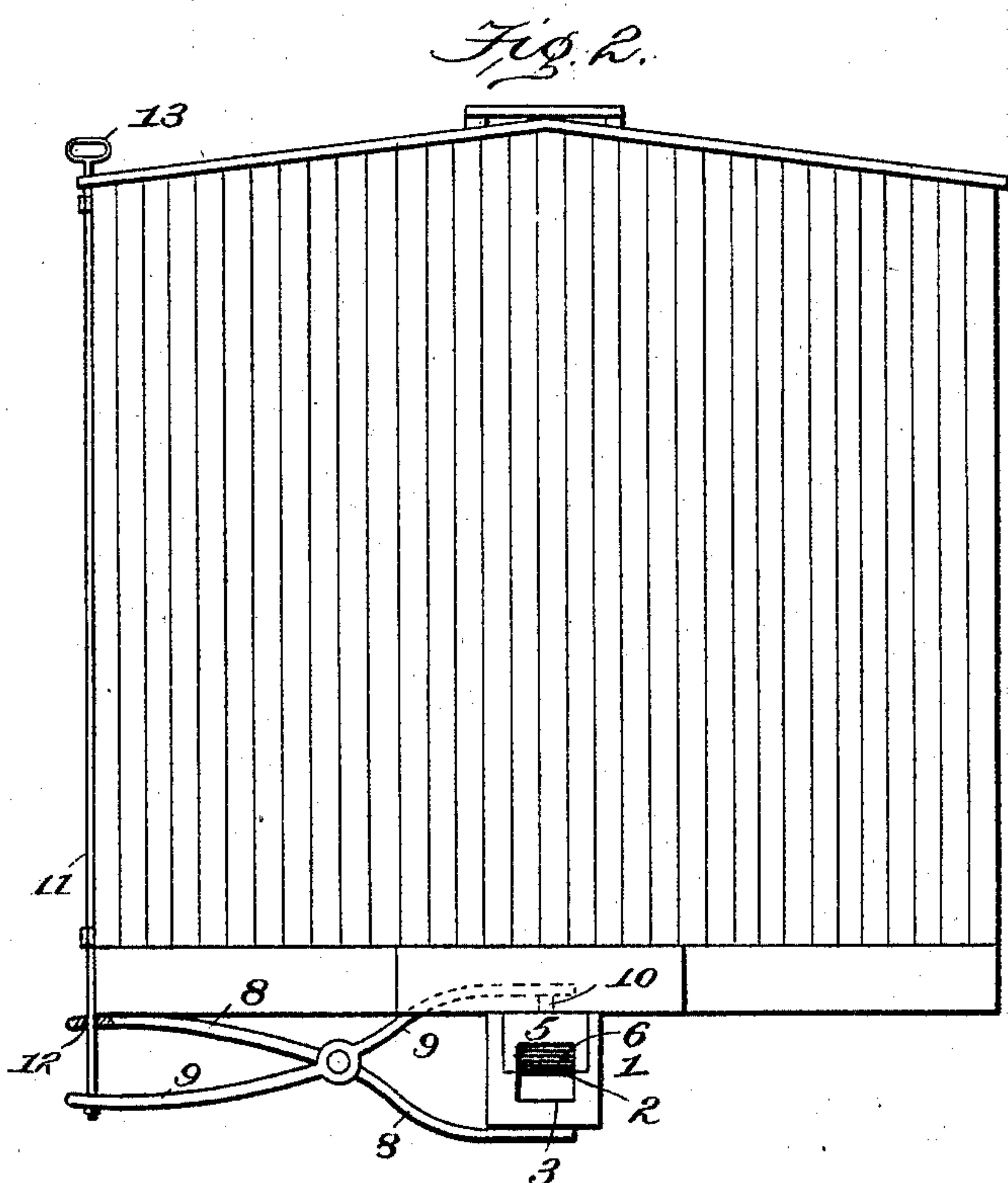
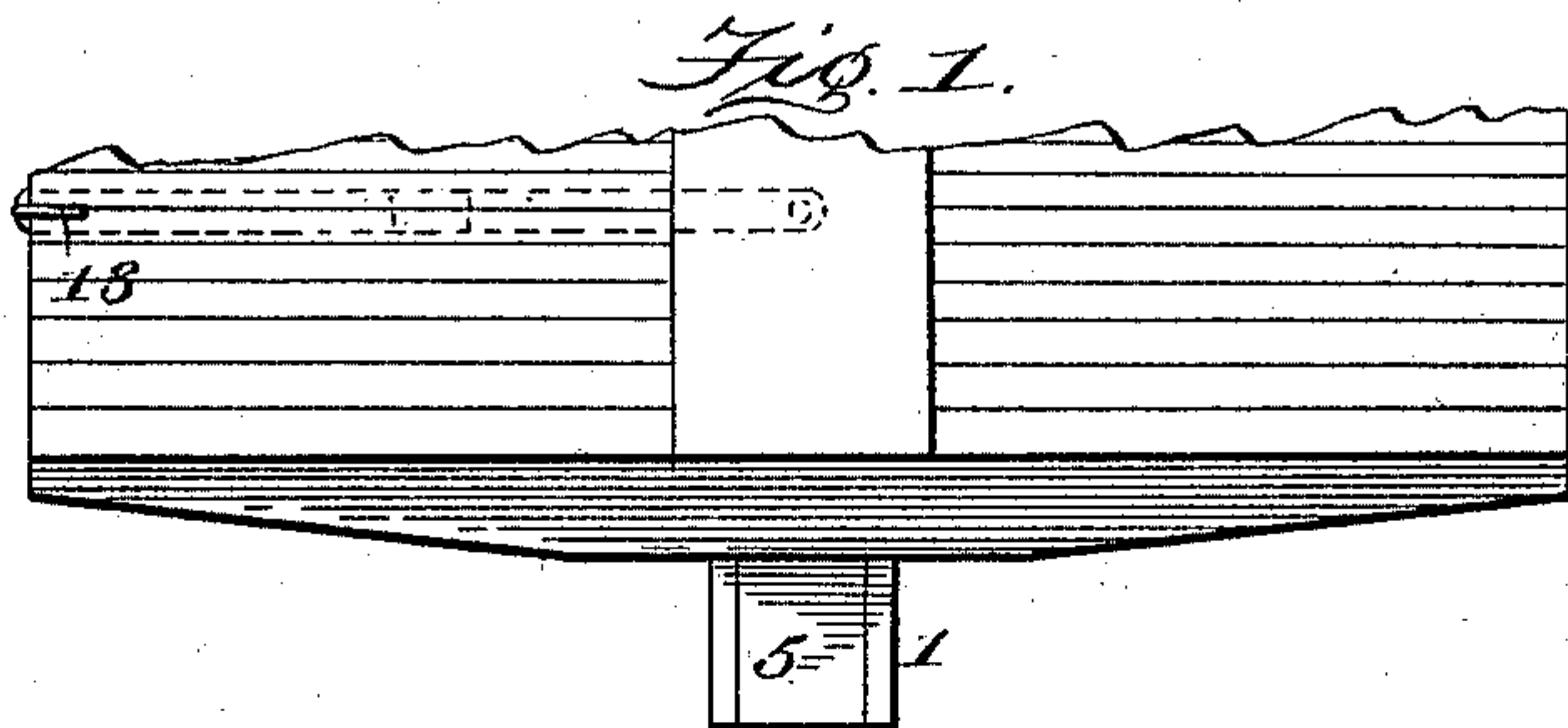


(No Model.)

R. H. WILLIAMS.
CAR COUPLING.

No. 585,806.

Patented July 6, 1897.



WITNESSES:

James P. Duhamel
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UNITED STATES PATENT OFFICE.

ROBERT H. WILLIAMS, OF POWELLTON, VIRGINIA, ASSIGNOR OF ONE-
FOURTH TO EDWARD P. BUFORD AND FRANK BUFORD, OF LAW-
RENCEVILLE, VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 585,806, dated July 6, 1897.

Application filed June 22, 1896. Serial No. 596,437. (No model.)

To all whom it may concern:

Be it known that I, ROBERT H. WILLIAMS, a citizen of the United States, residing at Powellton, in the county of Brunswick and State of Virginia, 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 appertains to make and use the same.

My invention relates to certain new and useful improvements in car-couplers, the object of the same being to provide a coupler which is self-locking and which can be unlocked from either the side or the top of the car.

The invention consists of a draw-head having a longitudinal recess in its upper surface, a lever pivoted in said recess and having a shoulder formed in its outer end, a spring engaging the rear end of said lever for holding it normally in closed position, and a pair of releasing-levers pivoted together, one of the same being secured to the under side of the draw-head and the other adapted to engage the rear end of said clamping-lever, the said release-levers extending outwardly to the side of the car and one of them connected to a rod or wire extending to the top of the car.

The invention also consists in other details of construction and combinations of parts, which will be hereinafter more fully described and claimed.

In the drawings forming part of this specification, Figure 1 represents a top plan view of the end of a car with my improvements applied thereto. Fig. 2 is an end view of the same. Fig. 3 is a vertical longitudinal section through the draw-heads of two adjacent cars.

Like reference-numerals indicate like parts in the different views.

Each of the draw-heads 1 1 is formed with a longitudinal recess 2 in its upper surface. Fulcrumed upon a rod 4, passing through said recess 2, is a lever 5, having a central lug or projection 5^a, through which said rod passes, and formed with a shoulder 6 on its under side near its outer end. Engaging the inner end of said lever is a coil-spring 7, which nor-

mally holds said lever in its closed position with the top surface thereof flush with the top of the draw-head 1.

8 9 represent two release-levers pivoted together at an intermediate point between their ends, the lever 8 being secured at one end to the under side of the draw-head 1 and the lever 9 being formed with a tooth or projection 10 thereon, which is adapted to engage the upper surface of the rear end of the locking-lever 5 when the outer ends of the release-levers 8 9 are compressed. The said levers 8 9 extend outwardly toward the sides of the car and the lever 9 has secured to it a rod or wire 11, which projects through an opening 12 in the lever 8 and extends upwardly to the roof of the car, being formed with a handle 13 upon its upper end. The securing-link 14 is formed with a wedge-shaped head 15, with a shoulder 16 between said head and the body portion of said link 14. This is adapted to be inserted into the end of the draw-head 1 and be engaged by the shoulder 6 on the locking-lever 5. In order to release the link 14 it is merely necessary to depress the outer arms of the levers 8 9, which forces the inner end of the lever 9 down upon the inner end of the locking-lever 5, raising the upper end thereof and permitting the link 14 to be withdrawn from engagement with the draw-head 1. The said release-levers 8 9 may also be operated from the top of the car by drawing up on the rod 11.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a car-coupler, the combination with a draw-head, a locking-lever fulcrumed therein and a link engaged by a shoulder or projection on said lever, of a pair of release-levers pivoted together at points intermediate of their outer ends, one of said levers secured at its inner end to the under side of said draw-head and the other engaging the rear end of said locking-lever, the said release-levers projecting outwardly to the sides of the car.

2. In a car-coupler, the combination with a draw-head, a locking-lever fulcrumed therein and a link engaged by shoulders or projections on said draw-head and lever, of a pair

of release-levers pivoted together at points intermediate of their outer ends, one of said levers secured at its inner end to the under side of said draw-head and the other formed
5 with a tooth or projection thereon engaging the rear ends of said locking-lever, the said release-levers extending outwardly to the sides of the car, substantially as and for the purpose described.

10 3. In a car-coupler, the combination with a draw-head, a locking-lever fulcrumed therein and a link engaged by a shoulder or projection on said lever, of a pair of release-levers pivoted together at points intermediate of

their outer ends, one of said levers secured 15 at its inner end to the underside of said draw-head and the other engaging the rear end of said locking-lever, and a rod or wire secured to the outer end of one of said levers and extending upwardly to the top of the car, substantially as and for the purpose described. 20

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ROBERT H. WILLIAMS.

Witnesses:

M. A. CLARKE,
FRANK BUFORD.