

No. 684,484.

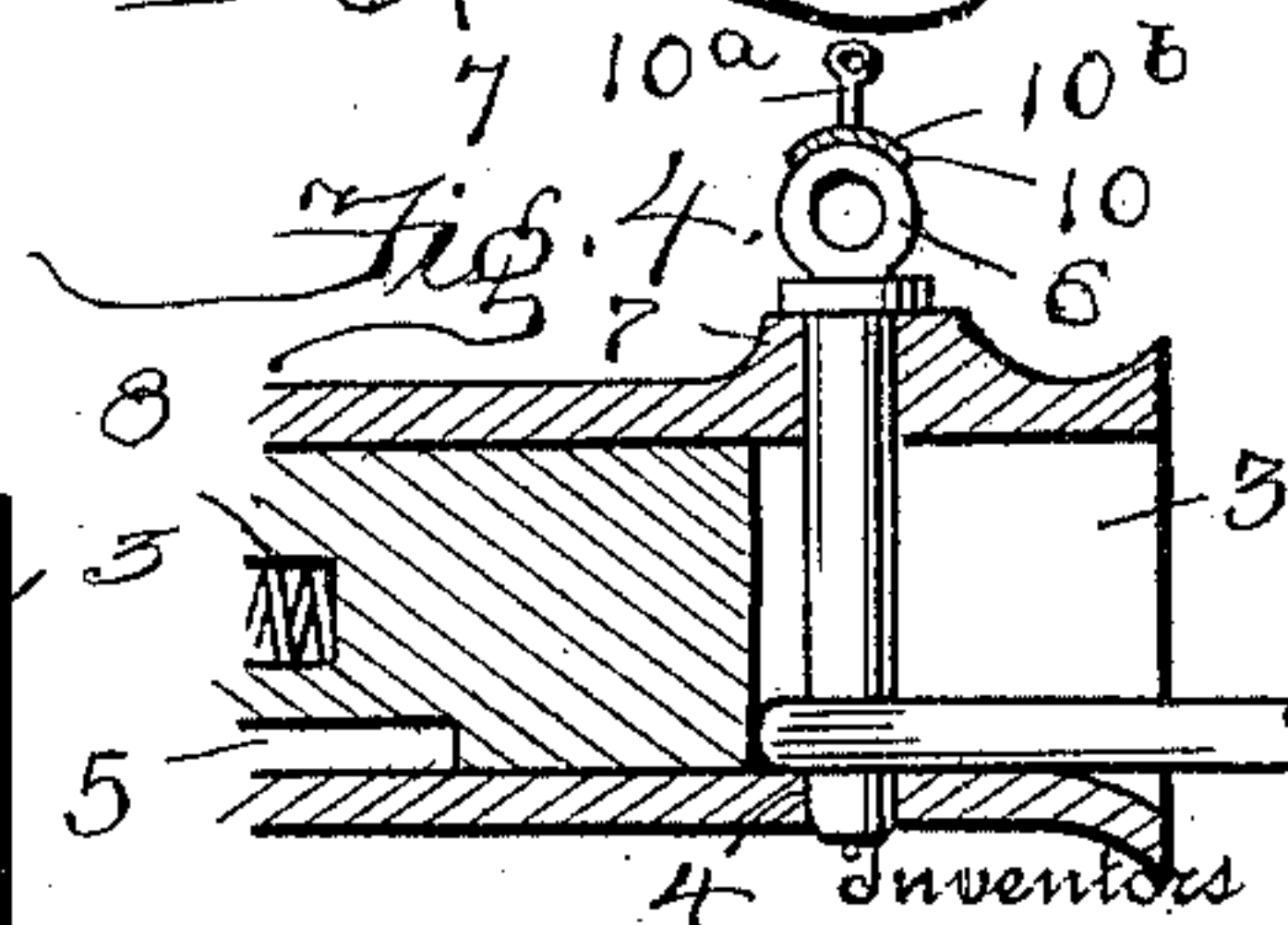
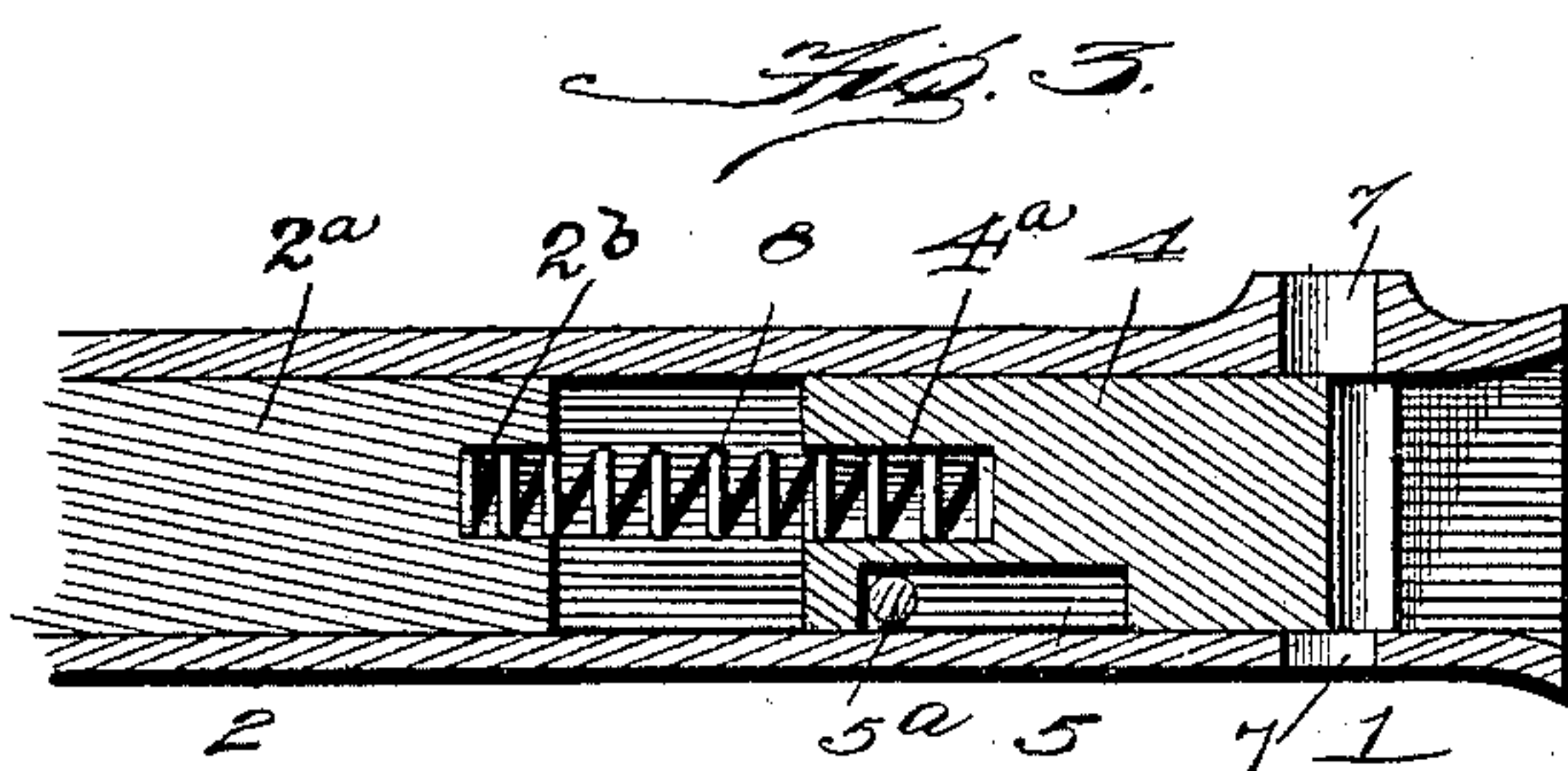
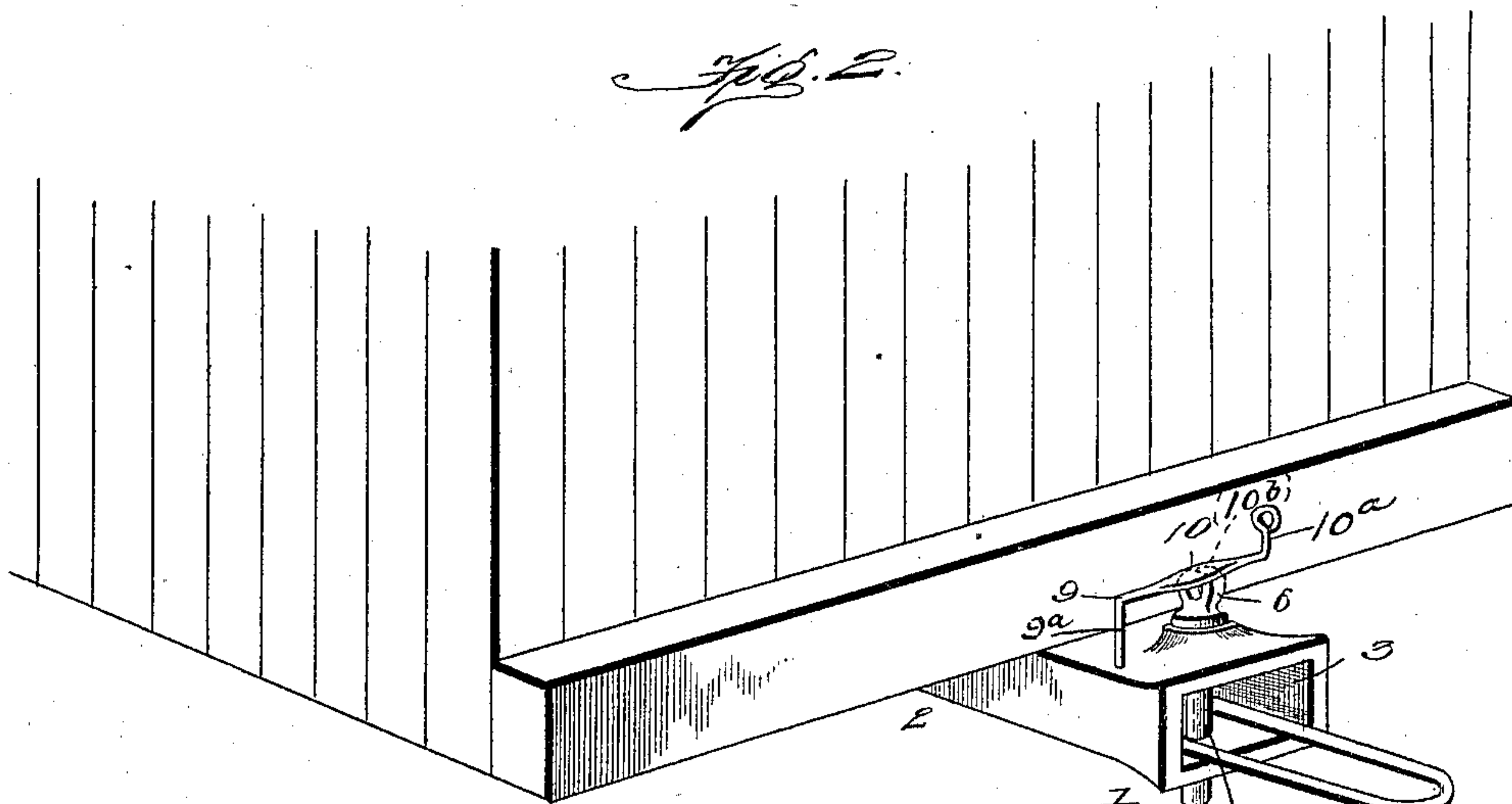
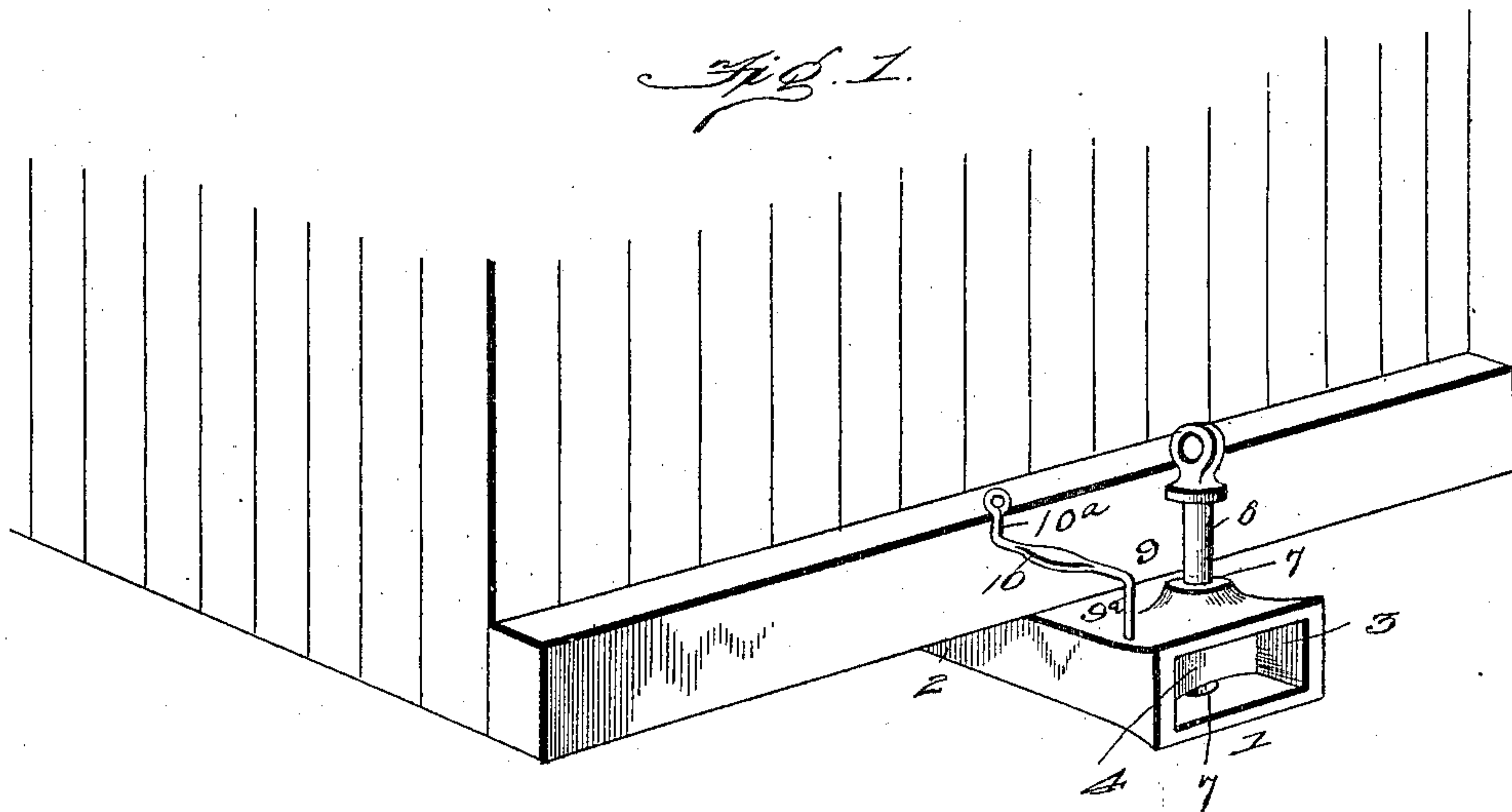
Patented Oct. 15, 1901.

B. E. WATKINS & M. HANCOCK.

CAR COUPLING.

(Application filed Oct. 17, 1900.)

(No Model.)



Witnesses:

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# UNITED STATES - PATENT - OFFICE.

BAKER E. WATKINS AND MITCHELL HANCOCK, OF AUTREYVILLE, GEORGIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 684,484, dated October 15, 1901.

Application filed October 17, 1900. Serial No. 33,411. (No model.)

*To all whom it may concern:*

Be it known that we, BAKER E. WATKINS and MITCHELL HANCOCK, citizens of the United States, residing at Autreyville, in the county of Colquitt and State of Georgia, have invented new and useful Improvements in Car-Couplers, of which the following is a specification.

The invention consists in the novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing our invention, and in which—

Figure 1 is a perspective view showing the link-pin raised. Fig. 2 is a similar view showing a link locked therein. Fig. 3 is a longitudinal section through the draw-head. Fig. 4 is a similar view showing the link-pin locked by the crank-handle.

1 is a draw-head having a shank 2 extending from one end thereof and a recess 3 within the opposite end.

2<sup>a</sup> is a fixed inner block having a central spring-recess 2<sup>b</sup>. Slidably mounted within this recess is an outer block 4, having a central spring-recess 4<sup>a</sup> and a pin-recess 5 in the bottom thereof for the reception of a retaining-pin 5<sup>a</sup>, which extends from one side to the other of the draw-head and serves to limit the movement of the outer block. A link-pin 6 is slidably mounted in an aperture 7, extending through the draw-head and bears upon the outer block 4. This outer block is held normally beneath the pin 6 by a coiled spring 8, bearing at opposite ends in the spring-recesses of the inner block and outer block. A crank-handle 9 is mounted by means of a stem

9<sup>a</sup> upon the draw-head at a point adjacent to the pin 6, and the intermediate or horizontal portion 10 is broadened and is adapted to be swung over the pin by its vertical handle 10<sup>a</sup> when the same is in locked position and prevent accidental movement thereof. The broadest portion 10 of the crank-handle has a recess 10<sup>a</sup>, as indicated in dotted lines in Fig. 2 and in section in Fig. 4, to enable it to fit the rounded head of the link-pin, and thus prevent the crank-handle from slipping off the link-pin.

It will be seen that when the outer block 4 is slid inward by the link 11 contacting therewith it will be forced from under the pin 6, and said pin will fall into engagement with the link.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A car-coupler comprising a draw-head constructed with an aperture therethrough, a link-pin slidable in the aperture, and a crank-handle having a vertical stem pivoted in the draw-head adjacent to the aperture, a broadened horizontal portion formed with a recess and adapted to be swung over the head of the link-pin and a handle whereby the crank-handle is operated.

In testimony whereof we affix our signatures in presence of two witnesses.

BAKER E. WATKINS.  
MITCHELL HANCOCK.

Witnesses:

GEORGE W. SLOCUMB,  
ROSWELL G. CLARK.