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WILLIAM WILLIAMS.

Improvement in Car Couplings.

No. 122,424.

Patented Jan. 2, 1872.

Fig. 1.

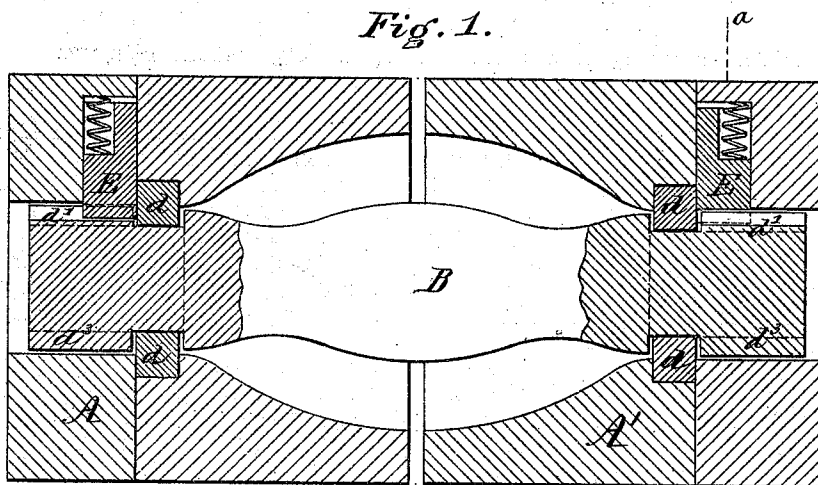
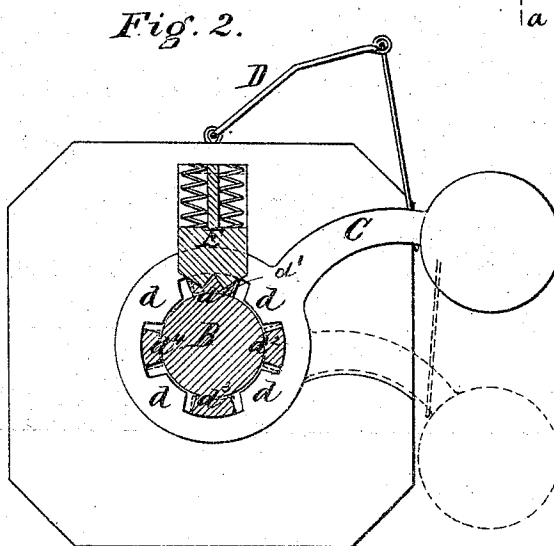


Fig. 2.



WITNESSES.

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WILLIAM WILLIAMS, OF HARRISONBURG, VIRGINIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 122,424, dated January 2, 1872.

To all whom it may concern:

Be it known that I, WILLIAM WILLIAMS, of Harrisonburg, in the county of Rockingham in the State of Virginia, have invented a new and Improved Mode of Coupling Railway Carriages or Cars, enabling the brakeman or other person to uncouple the cars when in motion, and also acting as a self-coupler. I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

Figure 1 represents a vertical longitudinal section through the spring-catch E. Fig. 2 represents a section of the coupling.

The nature of my invention consists in providing a link of iron with four flanges at each end. The flanges are oblique and are held in the draw-heads by a lever with four cogs, as seen in Fig. 2. B, in Fig. 1, represents the link of the coupling; A A' represents the draw-heads; *d d d d* represent the cogs of the lever resting in the flanges of the link; and E represents the spring-catch pressing the oblique flanges of the link. The lever with the cogs is placed in the draw-head, as seen in Fig. 1, and a cogged spring-catch, as seen at E, in Fig. 1, is attached to the upper part of the draw-head and presses the flanges of the link, holding it firmly in its position. The head of the lever C, in Fig. 2, is sufficiently heavy to hold down on the flanges of the link while the train is in motion. The lever is raised and the cars sep-

arated by means of the crank D, in Fig. 2, which is attached thereto.

To enable others not skilled in the art to make and use my invention, I will describe its construction and operation.

I construct a link or coupling of iron, as seen in B, Fig. 1, with four oblique flanges at each end. I construct in each draw-head a lever with four cogs. The flanges of the link pass through this lever, as seen at *d d*, in Fig. 1, the cogs of the lever passing along the oblique surface of the flanges, raising the lever so as to pass the link through the lever and beyond the flanges, when the weight of the lever throws the cogs behind the flanges of the link. The spring-catch E, in the upper part of the draw-head, holds the link in its place. A crank of any kind is attached to the lever, as in D, Fig. 2, which is intended to raise the lever and release the coupling. It is claimed that this coupling is self-acting in coupling, and when in motion is easily uncoupled by use of the crank D.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of link B with the oblique flanges *d' d² d³ d⁴*, the lever C with the cogs *d d d d*, and the spring-catch E, substantially as above described, for the purposes therein set forth.

Witnesses:

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