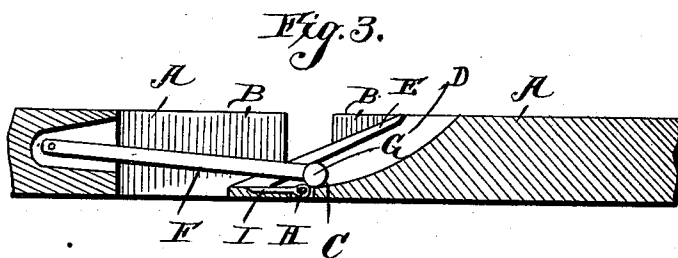
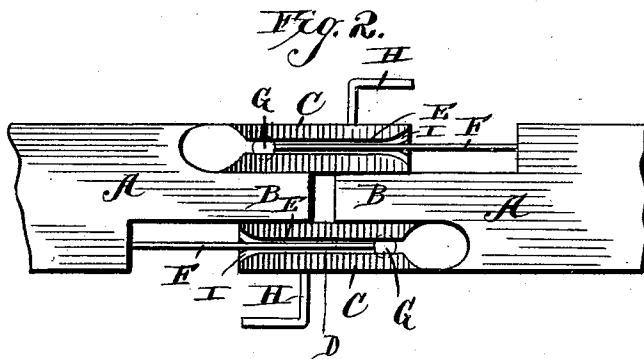
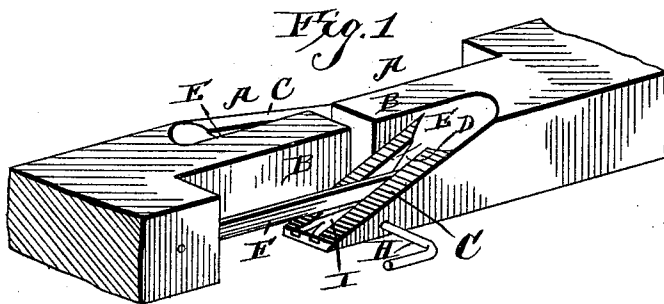


(No Model.)

W. G. WALKER.
CAR COUPLING.

No. 405,287.

Patented June 18, 1889.



Witnesses
Henry J. Dieterich

A. W. Bishop

Inventor
William G. Walker,

By his Attorneys

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

WILLIAM GREEN WALKER, OF BLACK OAK, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 405,287, dated June 18, 1889.

Application filed March 15, 1889. Serial No. 303,451. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GREEN WALKER, a citizen of the United States, residing at Black Oak, in the county of Caldwell and State of Missouri, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view showing two draw-heads embodying my invention coupled together. Fig. 2 is a plan view of the same. Fig. 3 is a longitudinal section.

The draw-heads A are secured to the bottom of the car at the ends of the same, and are provided on their medial longitudinal lines with the transverse shoulders B, which are adapted to contact when the two draw-heads are brought together, and thereby limit the movement of the draw-heads. Each draw-head is further provided on one side with the forwardly-projecting tongue C, which is provided in its upper side with the upwardly and rearwardly inclined groove D, having the longitudinal inwardly-projecting ribs E on its opposing sides. On the opposite side the draw-head is provided with the forwardly-projecting links F, consisting of metallic bars pivoted at their rear ends to the draw-heads and provided at their free ends with the knobs or balls G, which are adapted to engage the under sides of the ribs E to couple the draw-heads together. In the lower portions of the draw-heads, near the front ends of the grooves, I provide the transverse rock-shafts H, which are provided with the crank-arms or tongues I, adapted to be raised by the rock-shafts to disengage the links.

In practice the draw-heads are brought together and the free ends of the links will ride up the outer surfaces of the ribs E and drop over the upper ends of the same into the grooves. The shoulders B of the draw-heads

will contact with each other and will thereby cause a slight rebound of the cars sufficient to allow the ends of the links to fall in the grooves, so that the knobs on the ends of the links will engage the under sides of the ribs. It will thus be seen that the cars are coupled automatically without any attention on the part of the brakeman, so that there is no danger of the loss of life or injury to the person.

When it is desired to uncouple the cars, the transverse rock-shafts are rotated so as to lift the tongues or crank-arms thereon, and thereby raise the links out of engagement with the opposing draw-heads. These rock-shafts may have one end extended beyond the side of the car, or they may be connected to a rod running to the top of the car, so that the cars can be uncoupled without the attendant going between them.

My device is very cheap and simple, and its efficiency is thought to be obvious.

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

As an improvement in car-couplings, the combination of the draw-head provided with the forwardly-projecting tongues C, having the upwardly and rearwardly inclined groove D in its upper side, the said groove having the ribs E on its opposing sides, the link F, pivoted at its rear end to the draw-head and provided at its front end with a knob G, adapted to engage under the ribs E of the opposing draw-head, and the rock-shaft H, mounted transversely in the lower portion of the tongue C, and provided with a crank-arm I, adapted to act on the link of the opposing draw-head, as set forth.

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

WILLIAM GREEN WALKER.

Witnesses:

WILLIAM MCKIM,
S. S. KOESTER.