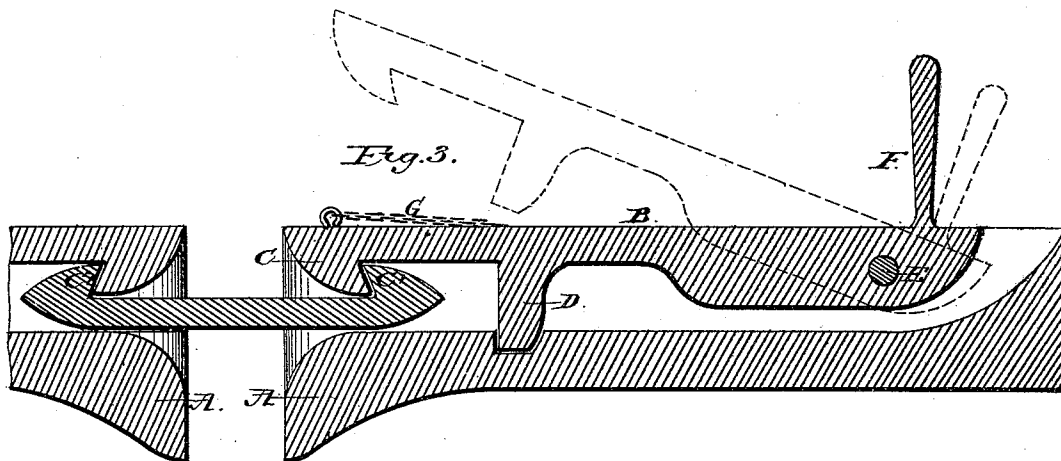
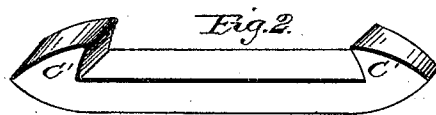
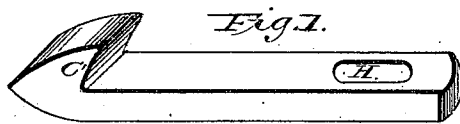


D. T. & C. F. GILLIAM.

CAR-COUPLING.

No. 175,690.

Patented April 4, 1876.



Witnesses:

R. T. Dye.
Daniel B. Washburn

Inventor:

David T. Gilliam.
Charles F. Gilliam.

UNITED STATES PATENT OFFICE.

DAVID T. GILLIAM AND CHARLES F. GILLIAM, OF NELSONVILLE, OHIO.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **175,690**, dated April 4, 1876; application filed November 22, 1875.

To all whom it may concern:

Be it known that we, DAVID T. GILLIAM and CHARLES F. GILLIAM, of Nelsonville, county of Athens, and State of Ohio, have invented a new and useful Improvement in Car-Coupling, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The object of our invention is to form a self car-coupler, which can be manipulated without danger or inconvenience by persons on the car.

Figure 3 shows a sectional side view of the coupler as it appears when coupled.

The coupler consists of a draw-head, A, Fig. 3, and coupling-bar, Fig. 2. The draw-head A, Fig. 3, differs from those in common use in that it has a more flaring mouth, and is countersunk in the top to accommodate the drop-latch B, instead of the link-and-pin arrangement. The drop-latch B is secured to the draw-head A by the bolt-hinge E, and is provided with a catch, C, under side, to interlock with a similar catch, C', upper side of coupling-bar, Figs. 1 and 2, in coupling, and the shoulder D, to prevent coupling-bar being driven too far into draw-head. The lever F and the chain G are to lift the drop-latch off the coupling-bar in uncoupling. Either may be used at pleasure. The drop-latch B is beveled from the catch C to the end, in order to give additional breadth to the mouth of the draw-head.

Fig. 2 shows the coupling-bar. It is provided with a catch, C', at either end, upper side, to interlock with catch C, Fig. 3, of draw-head, and is beveled on all four sides from catch outward.

Fig. 1 shows the extra link. The catch C' is to interlock with C of Fig. 3, while the other end has no catch, but is provided with an opening, H, to apply to link-and-pin couplers in common use.

The coupling-bar being fixed in one of the draw-heads, all that is necessary to effect a coupling is, that it collide with another draw-head, when, by the special arrangement of the flaring mouth of the draw-head and the tapering end of the coupling-bar, it is directed under the drop-latch, and coupling is effected.

We claim—

The combination of draw-head, having countersunk or open-top drop-latch B, pivoted at E, and provided with shoulder D and handle F, and coupling-bar, having catches C' C', all substantially as specified.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

DAVID T. GILLIAM.
CHARLES F. GILLIAM.

Witnesses:

R. F. DYE,
DANIEL B. WASHBURN.