

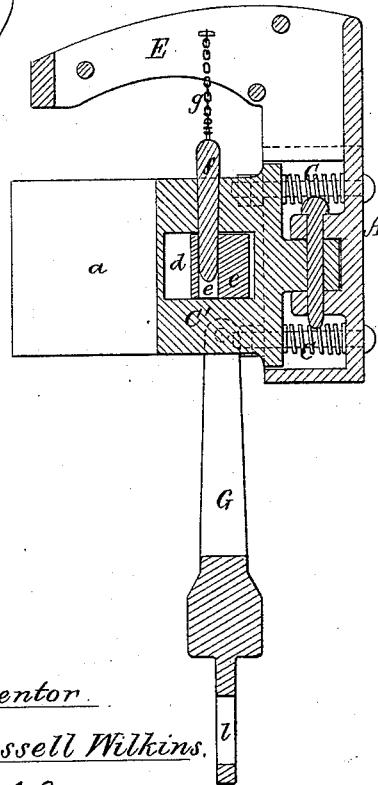
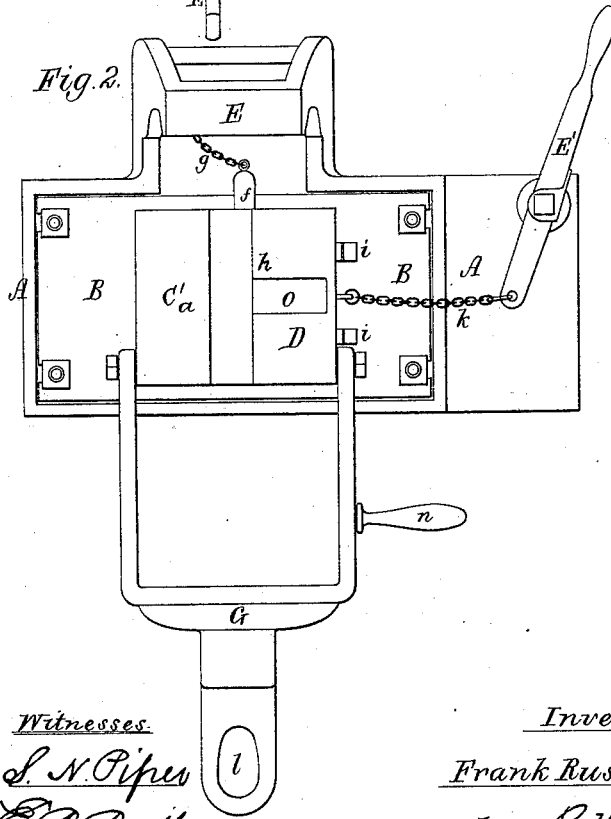
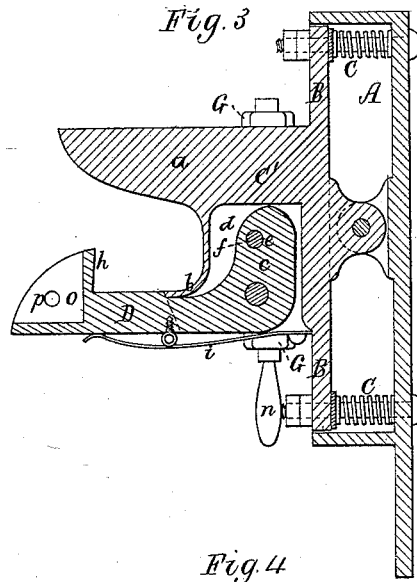
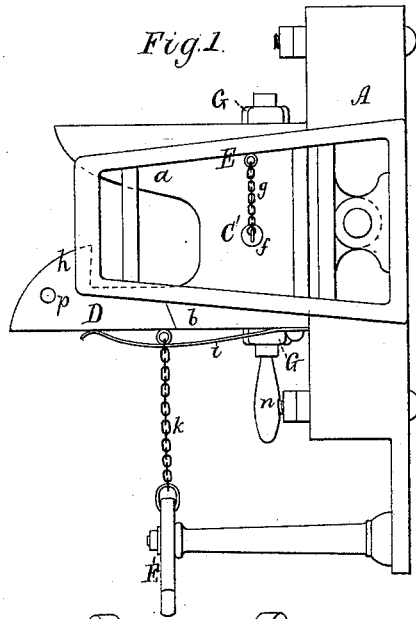
(No Model.)

F. R. WILKINS.

CAR COUPLING.

No. 303,687.

Patented Aug. 19, 1884.



Witnesses.
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UNITED STATES PATENT OFFICE.

FRANK RUSSELL WILKINS, OF LAWRENCE, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 303,687, dated August 19, 1884.

Application filed July 7, 1884. (No model.)

To all whom it may concern:

Be it known that I, FRANK RUSSELL WILKINS, of Lawrence, in the county of Essex, of the Commonwealth of Massachusetts, have invented a new and useful Improvement in Railway-Car Couplings; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 an end elevation, Fig. 3 a horizontal section, and Fig. 4 a vertical section, of a car-coupling containing my invention, the nature of which is defined in the claims hereinafter presented.

In such drawings, A is a box-shaped standard, having an open bunter, E, as shown, projecting from its upper part. A plate, B, extends into the box, and at its middle is hinged to it, there being springs C arranged between the plate near each end of it and the bottom of the box. From such plate B there is extended under the bunter a furcated projection, C', one prong, *a*, of which is longer than the other, *b*. To the shorter one there is hinged a hooked lever, D, whose inner or unhooked arm, *c*, extends into a chamber, *d*, in the said projection C', and is provided with a hole, *e*, to receive a pin, F, inserted downward within the projection, and attached to a chain, *g*, fastened to the bunter. The said pin, when in place in the projection, and the hooked lever-arm prevent the hook *h* of the lever from being moved away from the stationary prong *a*. One or more springs, *i*, extend from the projection C' and bear against the hooked arm of the lever D and press it toward the stationary prong. Furthermore, a lever, E', connected with such hooked lever by a chain, *k*, and arranged as shown, serves to enable a person to move the hooked lever in a direction away from the prong *a*, in order to disconnect the coupling from the engaging-hook as generally used on cars having the well-known "Miller Platform." The engaging-hook passes between the prong *a* and the hook *h* of the lever D and couples with such hook *h*.

There is pivoted to the furcated projection C' a bail, G, provided at its middle with a long eye, *l*, for connecting the coupling to a draw-bar, as generally used on cars, the eye being to enter the mouth of the draw-bar and to receive the pin that usually goes down

through such bar and its middle. A handle, *n*, extending from the bail G enables a person to readily turn the bail from a vertical up into a horizontal position, and to guide it so as to cause the eye to enter a draw-bar.

In the hook *h* of the lever D there is a recess, *o*, and there is in the said hook a hole, *p*, which goes down through it and the said recess, such being to enable a car to be coupled to the coupling by means of a link extending from such car into the said recess, such link being engaged with the hooked lever by means of a pin going down through such lever, its recess, and the link.

The car-coupling above described is intended for the tender of a locomotive steam-engine, and to be used for coupling such tender either to a passenger-car having a Miller platform, or to such a car having an ordinary draw-bar, or to a freight-car, as circumstances may require.

When the coupling is in engagement with the hook of a car provided with a Miller platform, the bunter E will operate with the said platform to limit the movement of the car toward the tender. As the car or the tender in running upon a railway may swing or move laterally, the springs in the box-shaped standard A will allow the furcated projection C' to swing laterally at the time against a yielding pressure. When the projection C' is rigidly attached to the standard A, separation or breakage of one or the other might result during a lateral movement, as mentioned. The chance of occurrence of such an accident is greatly diminished when the springs are used, as described.

I claim—

1. The combination of the standard A and its bunter E with the furcated projection and with the hooked lever and its operative spring or springs, such lever being fulcrumed to the shorter prong of such projection, and all being substantially as set forth.

2. The combination of the bail provided with the eye, as described, with the standard and its bunter and with the furcated projection and the hooked lever and its operative spring or springs, such hooked lever being fulcrumed to the shorter prong of such projection, and all being substantially as represented.

3. The combination of the standard A and the bunter E with the springs in the standard, the furcated projection jointed to such standard, and with the hooked lever and its operative spring or springs applied to the said projection, all being substantially as set forth.

4. The combination of the standard and its bunter with the furcated projection and with the hooked lever fulcrumed to such projection and having in its hook the recess and hole, as described.

5. The combination of the fastening-pin and the operative lever with the standard and its

bunter and with the furcated projection and the hooked lever and its operative spring or springs, such lever being fulcrumed to and extended within such projection, and with it provided with a hole to receive the said pin, and also being connected with the said operative lever by a chain, all being essentially as specified and represented.

FRANK RUSSELL WILKINS.

Witnesses:

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