

(No Model.)

D. W. HODGES.

CAR COUPLING.

No. 259,014.

Patented June 6, 1882.

Fig. 1.

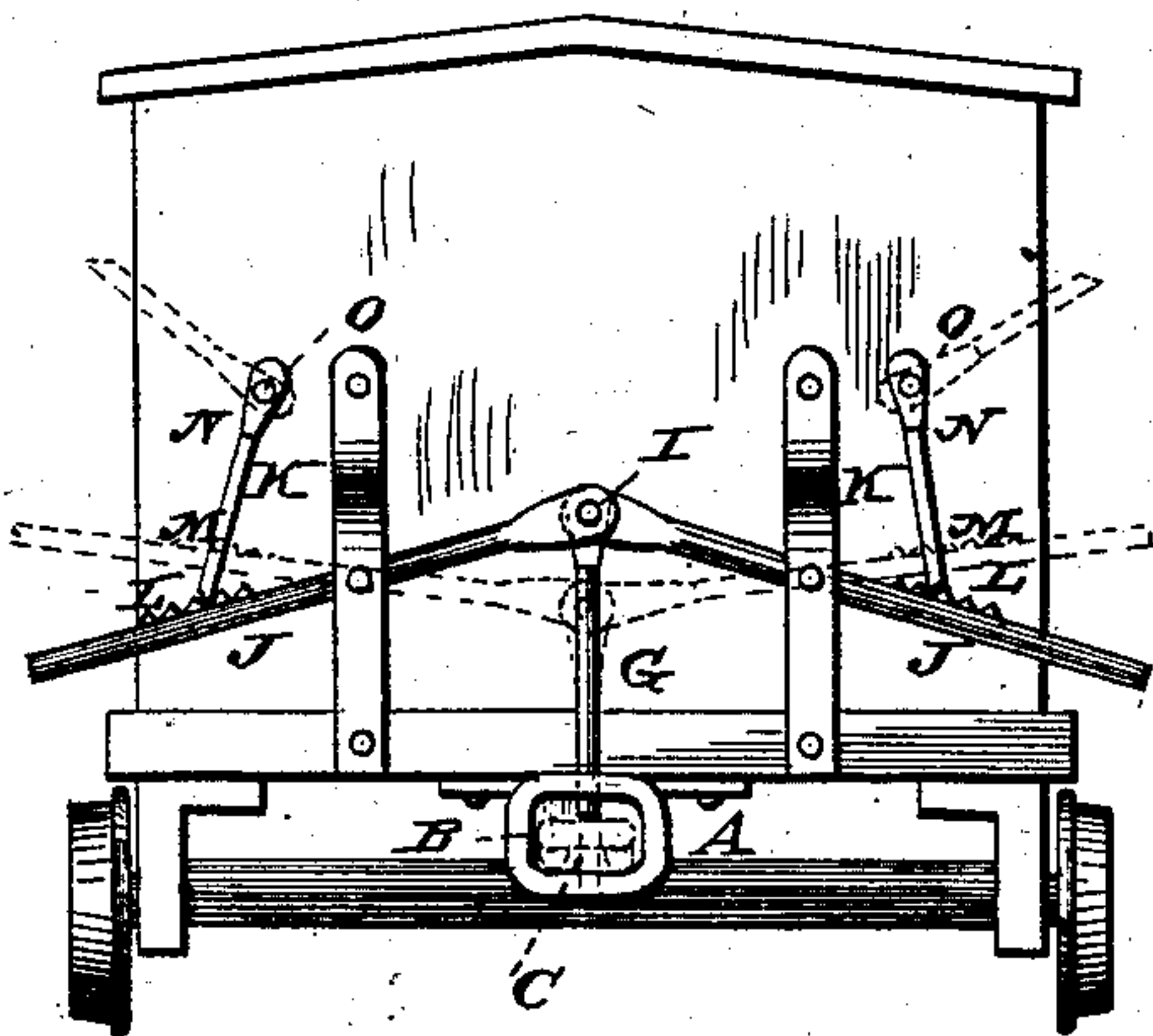


Fig. 2.

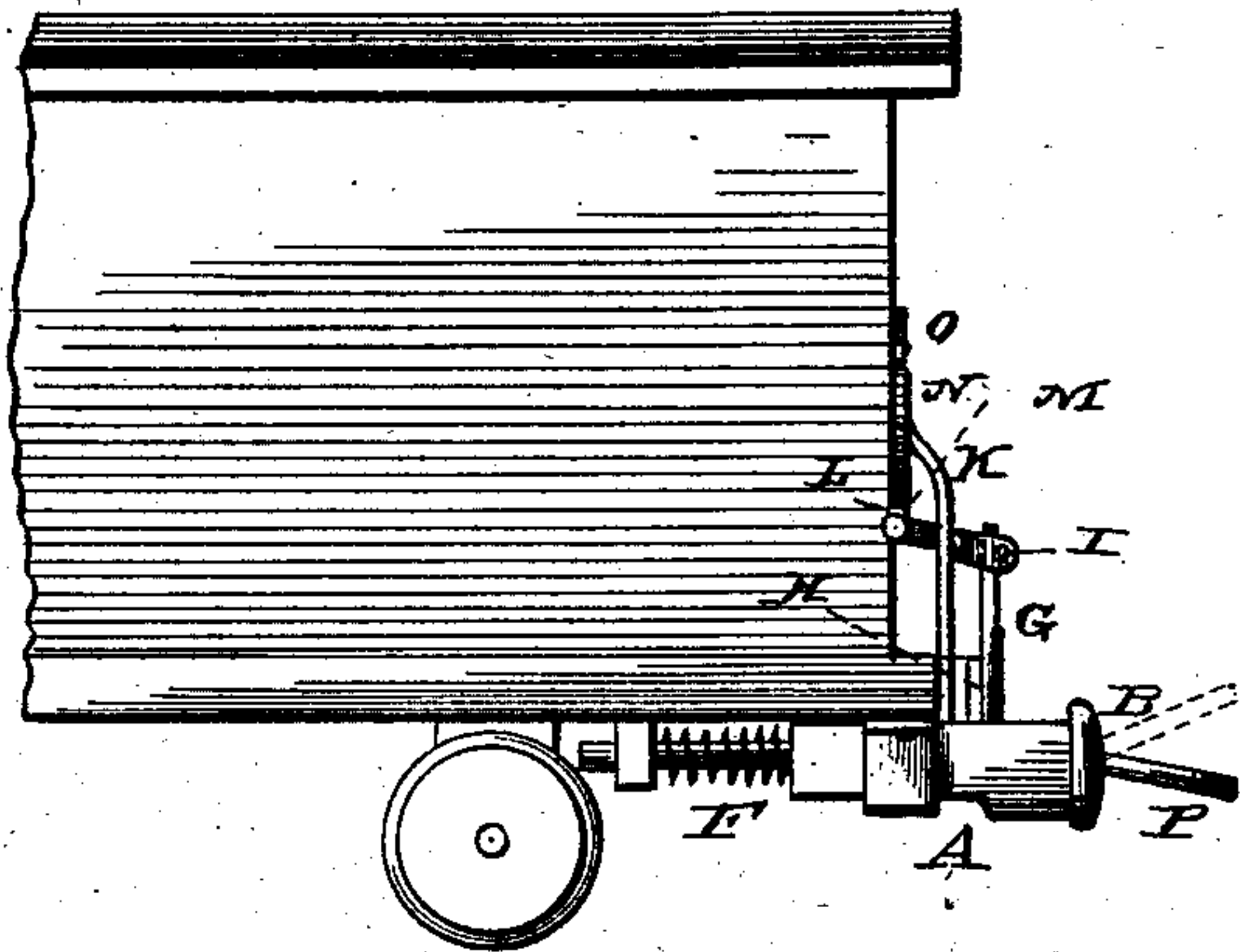


Fig. 3.

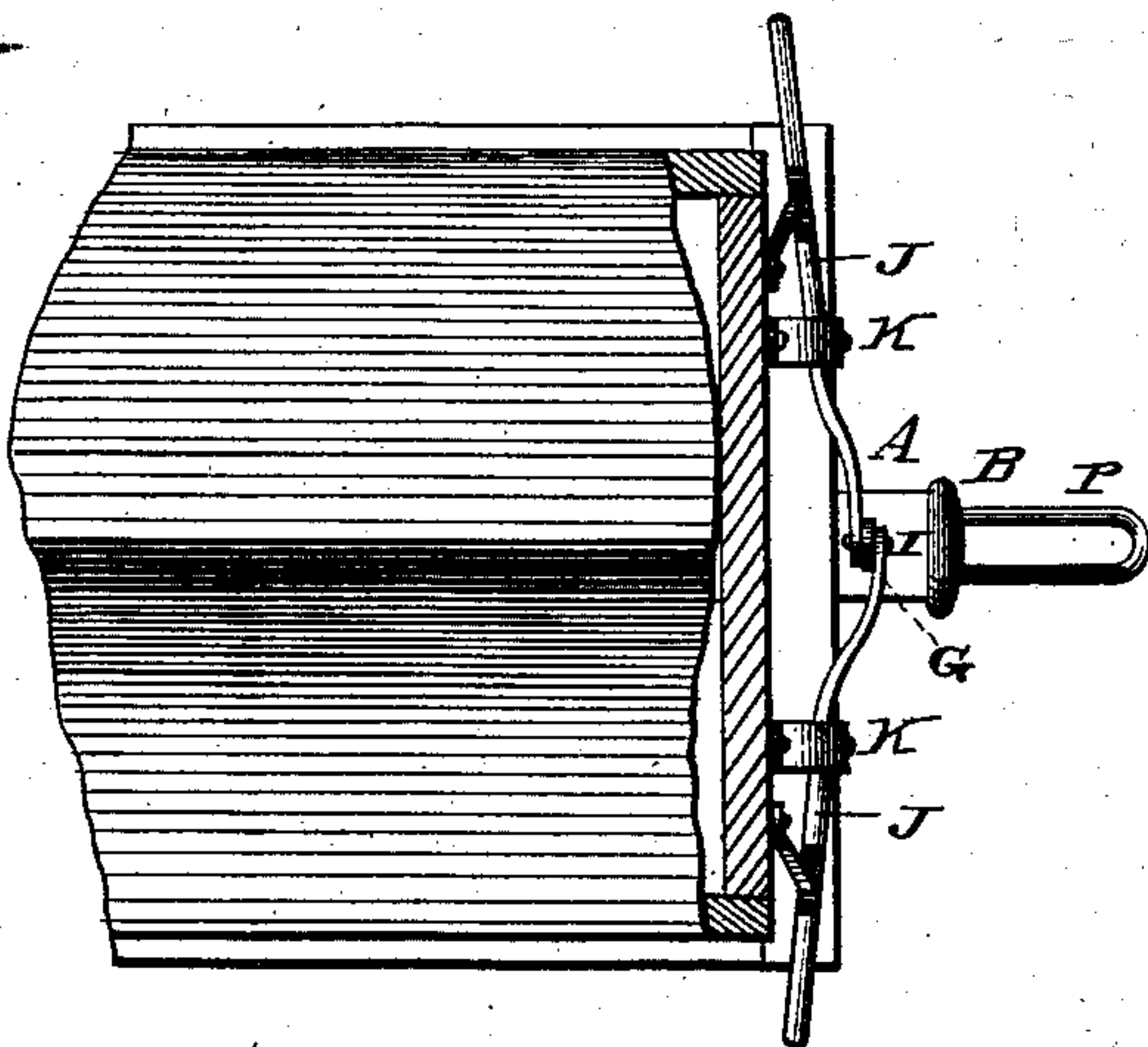


Fig. 4.

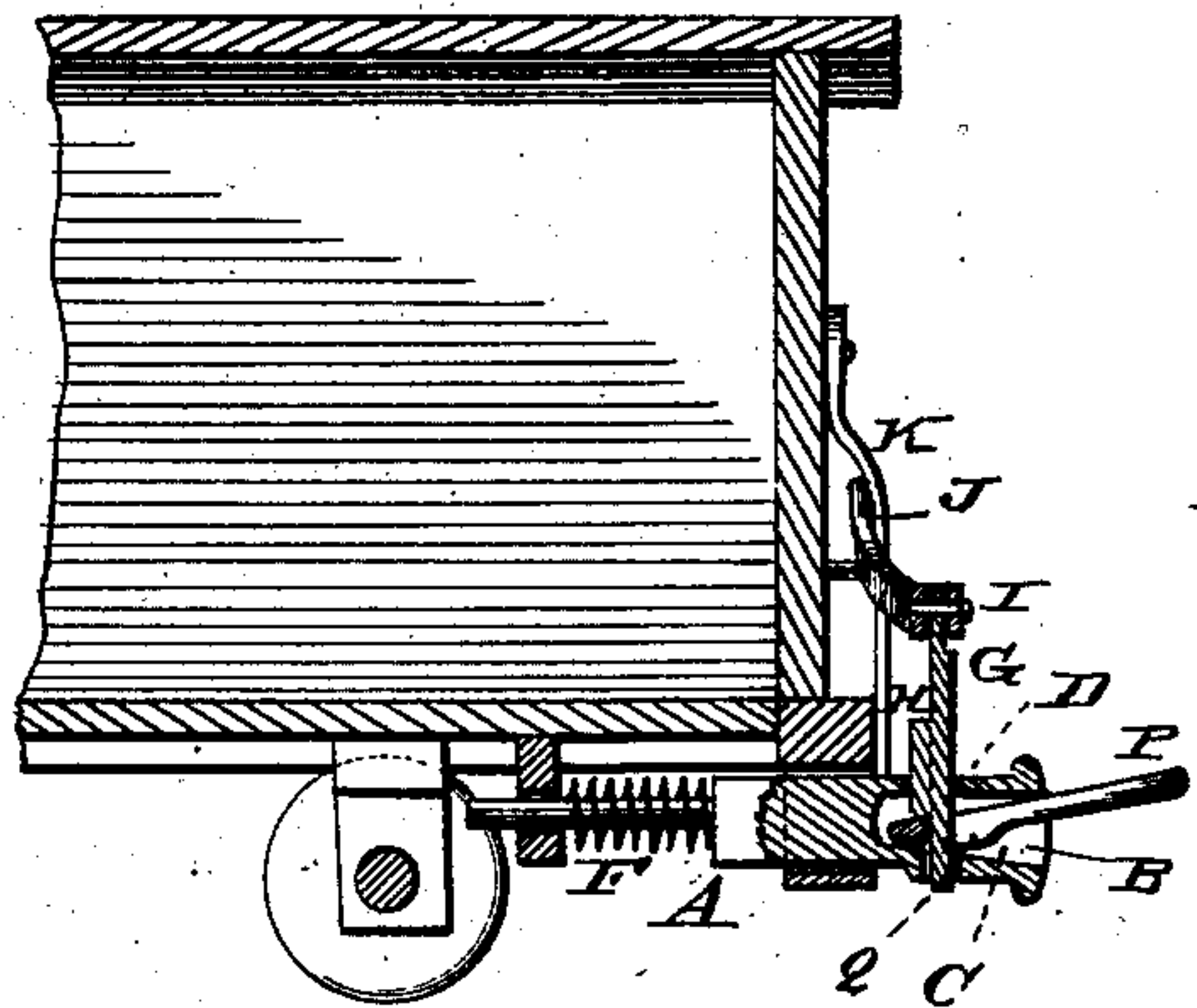


Fig. 5.

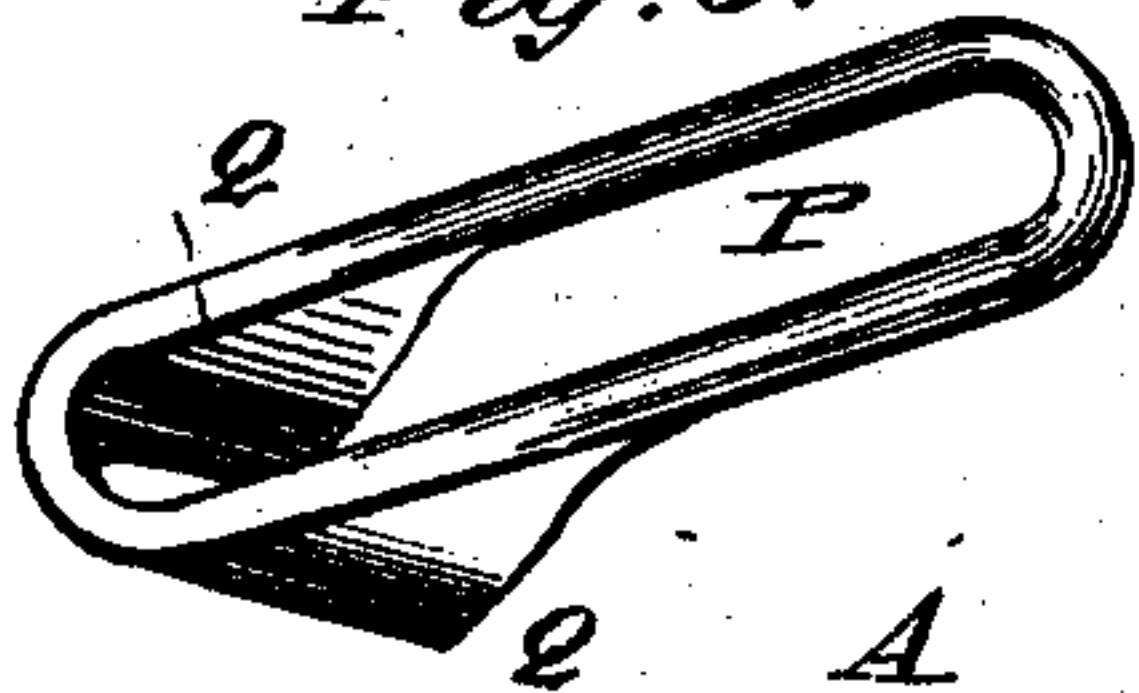


Fig. 6.

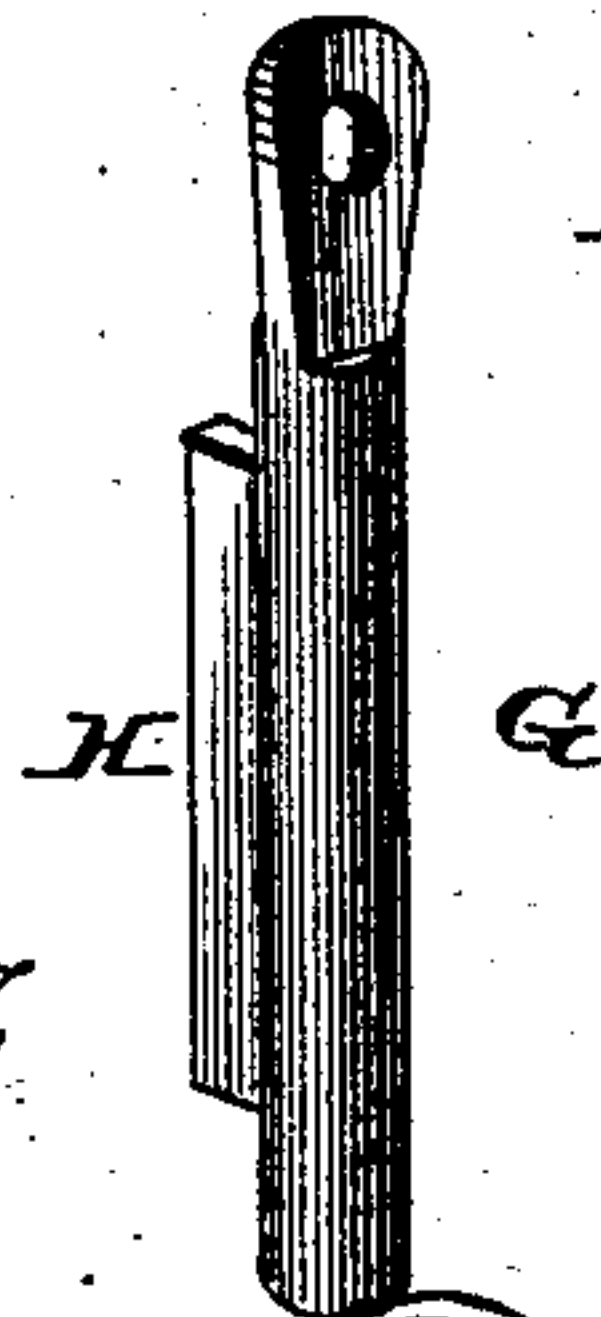
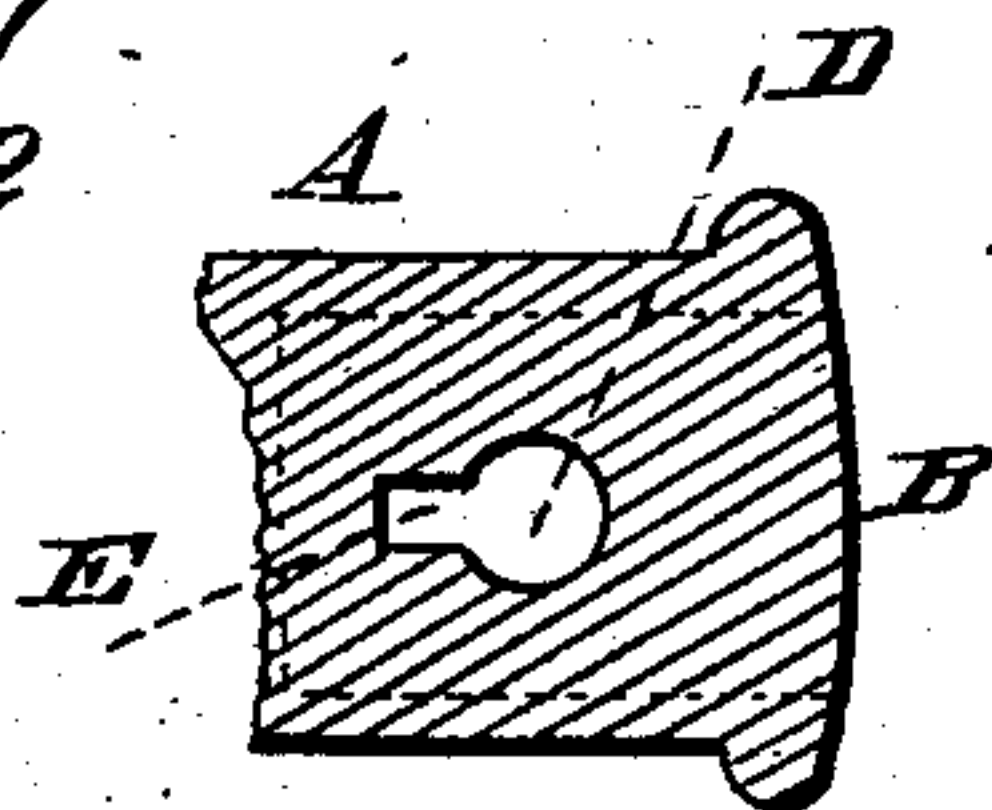


Fig. 7.



WITNESSES:

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DAVID W. HODGES, OF WASHINGTON, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 259,014, dated June 6, 1882.

Application filed April 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID W. HODGES, of Washington, in the county of Daviess and State of Indiana, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to automatic car-couplings, and has for its object to provide a simple, durable, inexpensive, and efficient means for coupling cars having the ordinary pin-and-link coupling. To this end it consists in certain improvements in the construction and operation of the same.

In the drawings, Figure 1 is an end view of a car equipped with my improved coupling; Fig. 2, a side view thereof; Fig. 3, a top view; Fig. 4, a vertical longitudinal sectional view; Fig. 5, a detail view of the link; Fig. 6, a like view of the pin, and Fig. 7 a sectional view of a portion of the draw-head.

Referring by letter to the drawings, A designates the draw-head, which is mainly of the ordinary construction, having a mouth, B, link chamber or recess C, vertical perforation D, having an auxiliary longitudinal groove or recess, E, and provided at its rear end with a suitable elastic buffer or cushion, F, the draw-head being arranged under the car in any suitable manner.

G is the coupling-pin, which is provided with a longitudinal tongue or projection, H, down its rear side, and has pivoted to its head by means of a pin or bolt, I, the ends of two outwardly-extending levers, J J. The latter are also pivoted in brackets K K on the end of the car, and are provided on their upper sides with a series of notches, L, adapted to be engaged by the beveled ends M of two arms, N N, pivoted at their upper ends, O, to the end of the car. When the ends of hanging arms N N are adjusted in the notches L they secure the levers J J in a lowered position, thus retaining the coupling-pin elevated. Then in coupling, when the link of the adjoining car enters the draw-head the latter is pressed or forced back against its cushion, thus throwing the outer ends of levers J J forward and

out of engagement with the arms N N. The pin is thus allowed to fall and effects the coupling.

The sides of the coupling-link P are provided on their under sides with projections Q Q, which support the link in the draw-head. When it is desired to elevate the link in coupling, the pin is depressed, and the flange or projection H on its rear side, which works in groove E; will press on the rear end of the link, thus causing it to be elevated, the projections or supports Q Q acting as a fulcrum.

The operation and advantages of my invention will be readily understood. It is simple in construction, automatic in operation, and of superior convenience and utility. To uncouple it is only necessary to depress the outer end of one of the levers J to raise the coupling-pin.

I claim and desire to secure by Letters Patent—

1. The combination, with the draw-head capable of a horizontal movement, and having an elastic buffer or cushion, F, at its rear end, of the coupling-pin having pivoted to its head the ends of levers J J, having a series of notches, L, in their upper sides, and the pivoted arms N N, the beveled ends of which engage said notches to hold the pin in an elevated position, the arrangement being such that when the link enters the draw-head it pushes the same back, thus throwing the arms N N from out of engagement with the notches L to allow the pin to drop and effect the coupling, as set forth.

2. In a car-coupling, the combination, with the pin having a projection adapted to press on the rear end of the coupling-link, when the latter is in position in the draw-head, by aid of suitably-arranged levers, of the coupling-link provided on its under side, near the end, with the projections, one on each side, which act as a fulcrum against the bottom of the draw-head when the front end of the link is raised, as and for the purpose specified.

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

DAVID WORSTEL HODGES.

Witnesses:

ELISHA LABERN HATFIELD,
DAVID HATFIELD.