

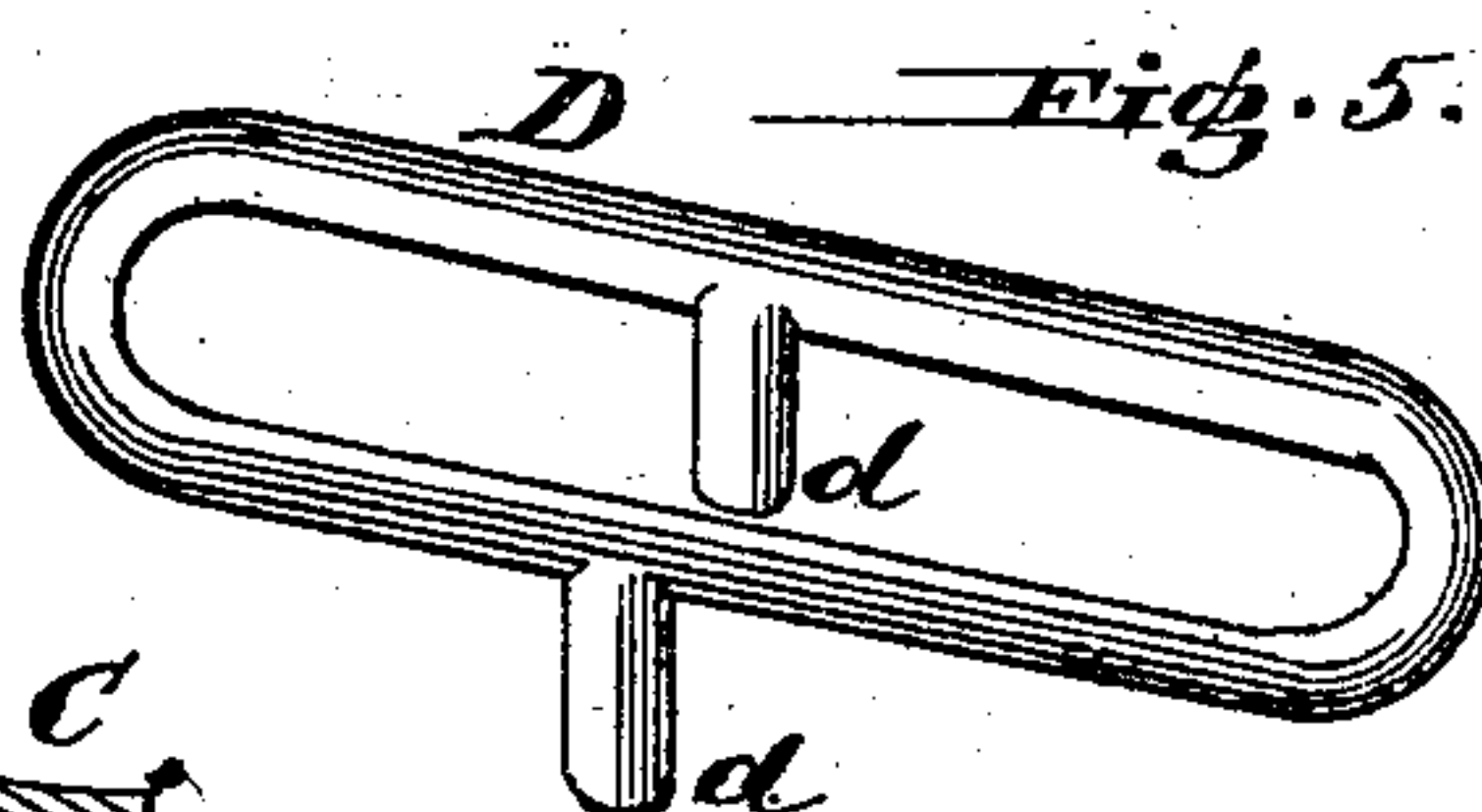
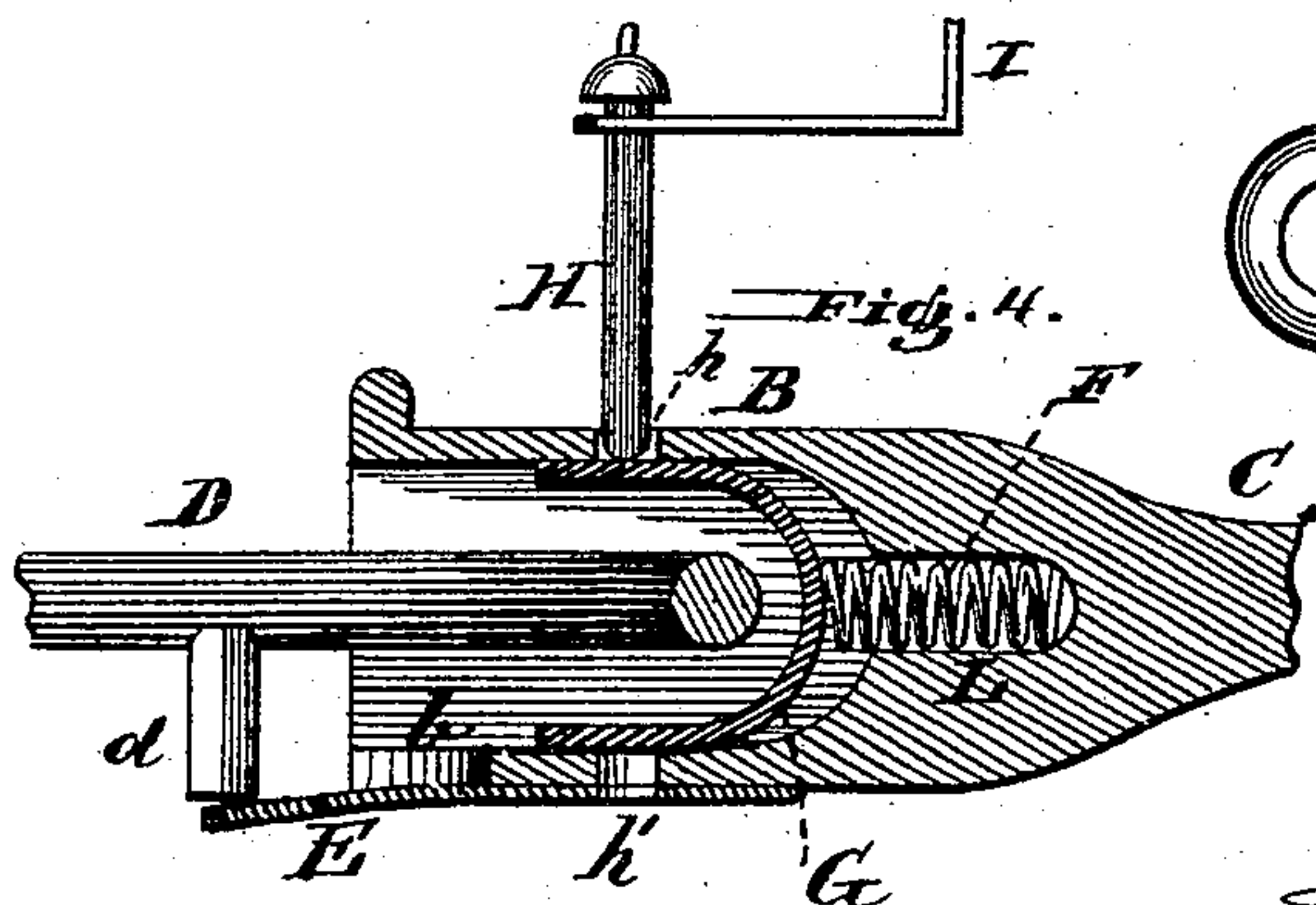
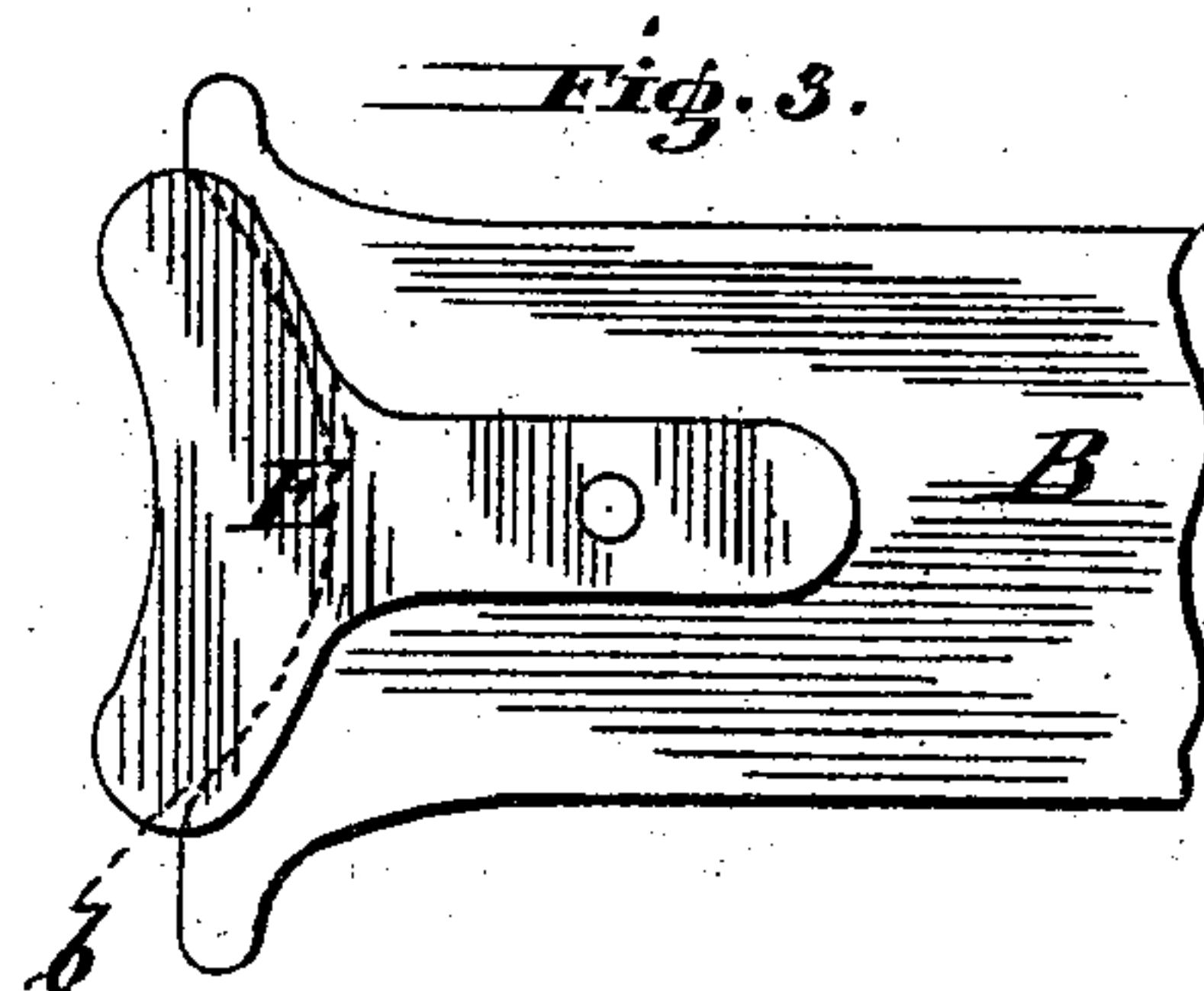
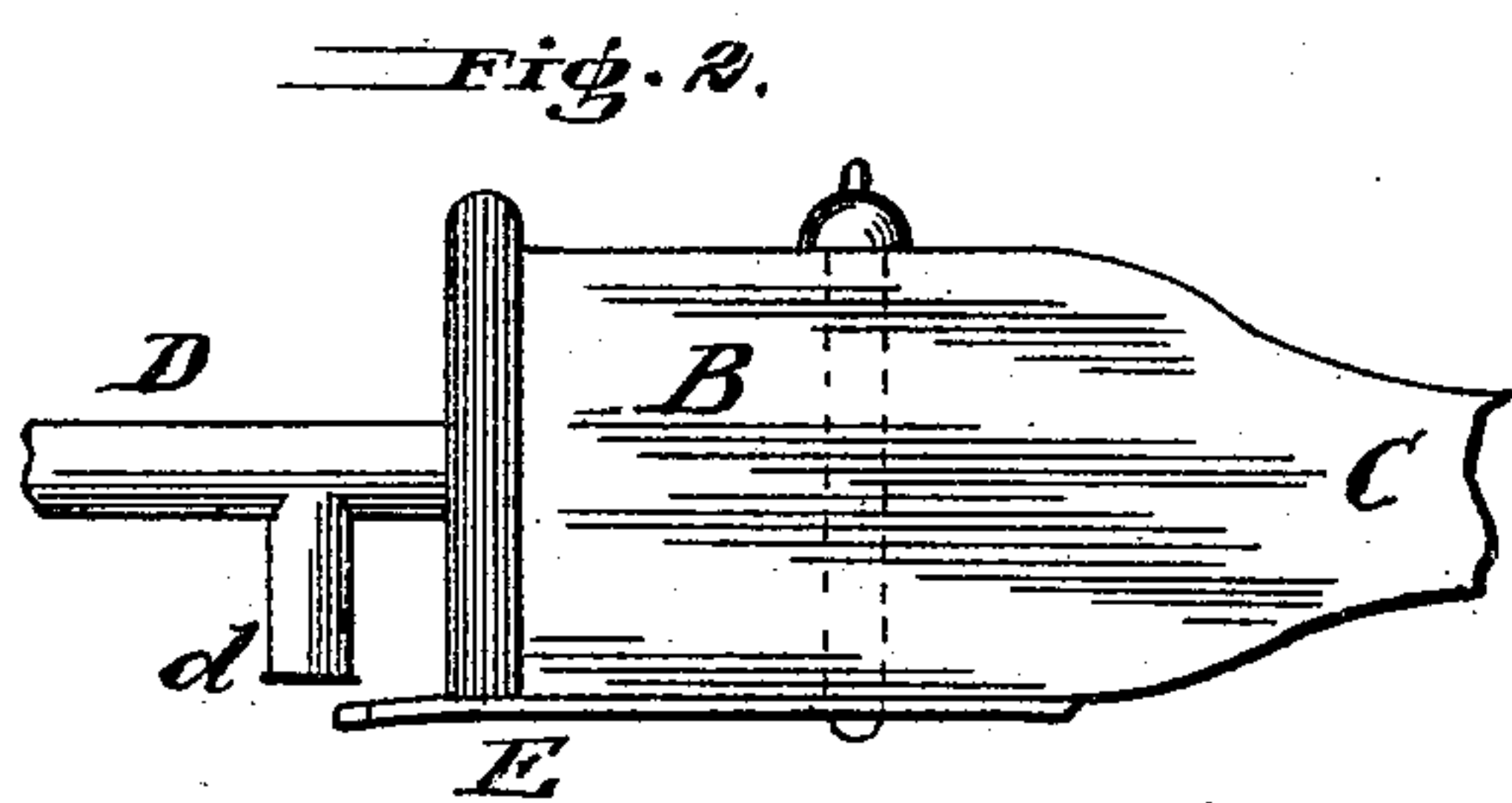
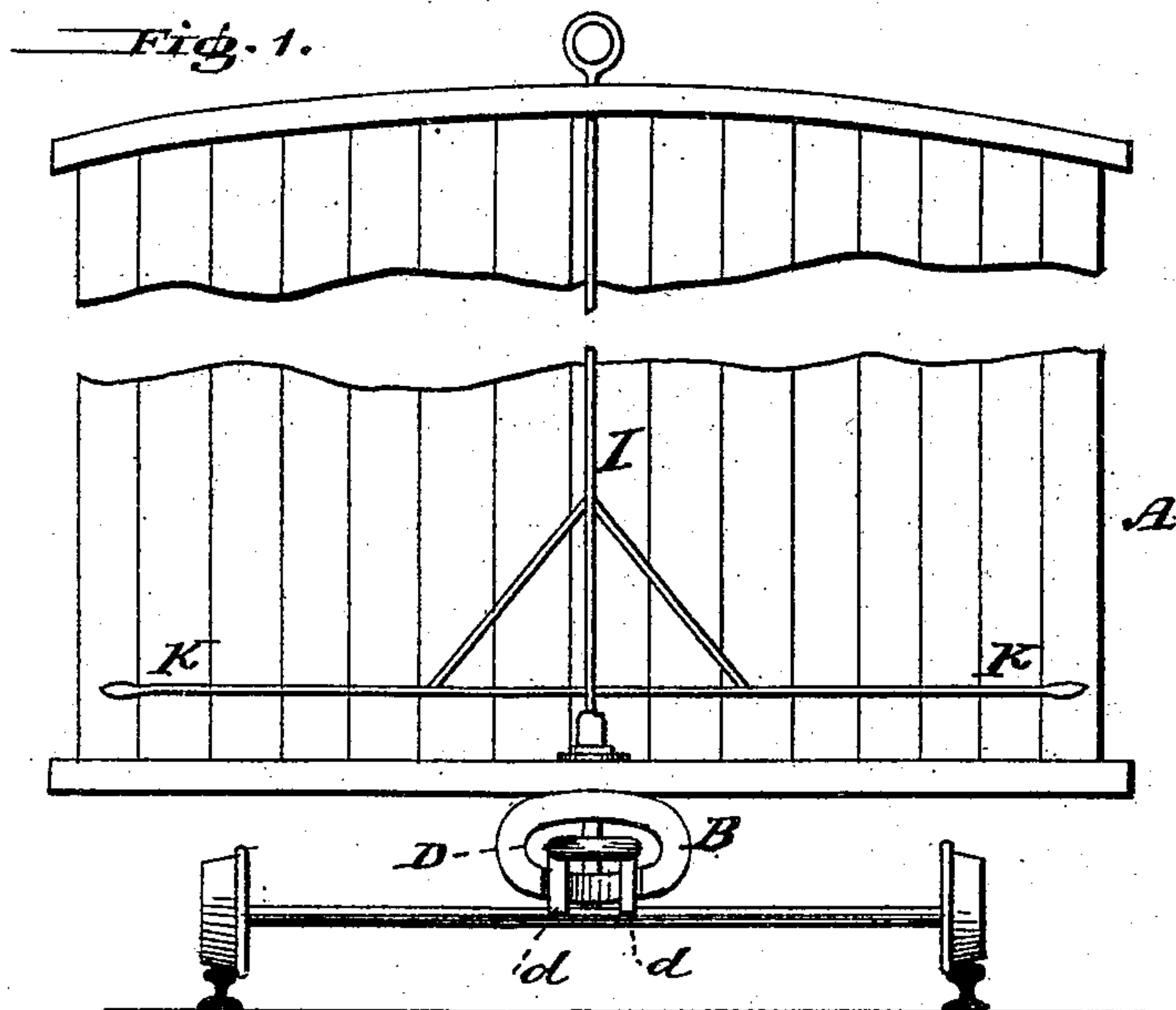
(No Model.)

D. E. SOUTHWICK.

CAR COUPLING.

No. 267,272.

Patented Nov. 7, 1882.



WITNESSES

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DAVID E. SOUTHWICK, OF OGDENSBURG, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,272, dated November 7, 1882.

Application filed March 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID E. SOUTHWICK, of Ogdensburg, in the county of St. Lawrence and State of New York, 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, and in which—

Figure 1 is a front view of a box-car equipped with my improved coupling. Fig. 2 is a side elevation of the draw-head and link. Fig. 3 is a plan or view of the under side of the draw-head. Fig. 4 is a longitudinal vertical section of the draw-head and link, and Fig. 5 is a perspective view of the link detached.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to automatic car-couplings, or so-called "self-couplers;" and it consists, first, in an improved construction of the coupling-link, and, secondly, in the detailed construction of the draw-head to adapt it to be used with the improved link, substantially as hereinafter more fully set forth.

In the accompanying drawings, A represents one end of a box-car, which is fitted with my improved automatic coupling. The latter consists of the draw-bar C, terminating in the usual draw-head, B, which has a flaring mouth to receive the link shown at D. This link is of the usual shape, but is made with two parallel arms, *d d*, projecting downwardly from the middle. To the under side of the draw-head B is secured a spring or spring-plate, E, which projects some distance in front of the draw-head, the back part of which is bored out or recessed, as shown at L, Fig. 4, to receive a spring, F, the forward end of which is attached to a horseshoe-shaped bar, G.

H is the coupling bolt or pin, which is inserted through registering-apertures *h h'* in the draw-head. Spring F operates to push bar G in front of the said apertures or bolt-holes *h* and *h'*, so as to cover the same and prevent bolt H from entering until bar G is pushed back by the insertion of the link. The bolt

may be withdrawn from the draw-head by means of a braced rod, I, reaching up to the platform and roof of the car, and which is provided with lateral arms K K, extending to opposite sides of the car, so that the link may be raised to uncouple the cars, and fastened to prevent coupling, as well from the sides as from the roof and platform.

The link D is inserted into the draw-head, with its projections *d d* resting upon the projecting lip of the spring-plate E, so as to hold it in a horizontal position. The lower part or jaw of the draw-head is cut away or recessed at its front end, as shown at *b* in Figs. 3 and 4, to make room for the feet *d d* when the link is pushed back into the draw-head to release bolt H by pushing the spring-bar G back into its recess.

From the foregoing description, taken in connection with the drawings, the operation of my invention will be readily understood without further explanation. Composed of few and simple parts, it is not liable to get out of order or to break down, and can be manufactured at a small advance on the ordinary link-and-pin couplings in general use.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The coupling-link D, having the feet or supports *d d*, as and for the purpose herein shown and set forth.

2. The draw-head B, having spring-plate E and spring-recess L, spring F, curved spring-bar G, and coupling-bolt H, constructed and combined substantially in the manner and for the purpose herein shown and described.

3. The combination, with the draw-head B, having projecting spring-plate E, of the link D, having downward-projecting feet *d d*, substantially as and for the purpose herein shown and specified.

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

DAVID E. SOUTHWICK.

Witnesses:

A. N. PARTRIDGE,
W. D. BRITTON.