

(No Model.)

M. A. DAVIDSON & S. F. SANDERS.

CAR COUPLING.

No. 315,131.

Patented Apr. 7, 1885.

Fig. 1.

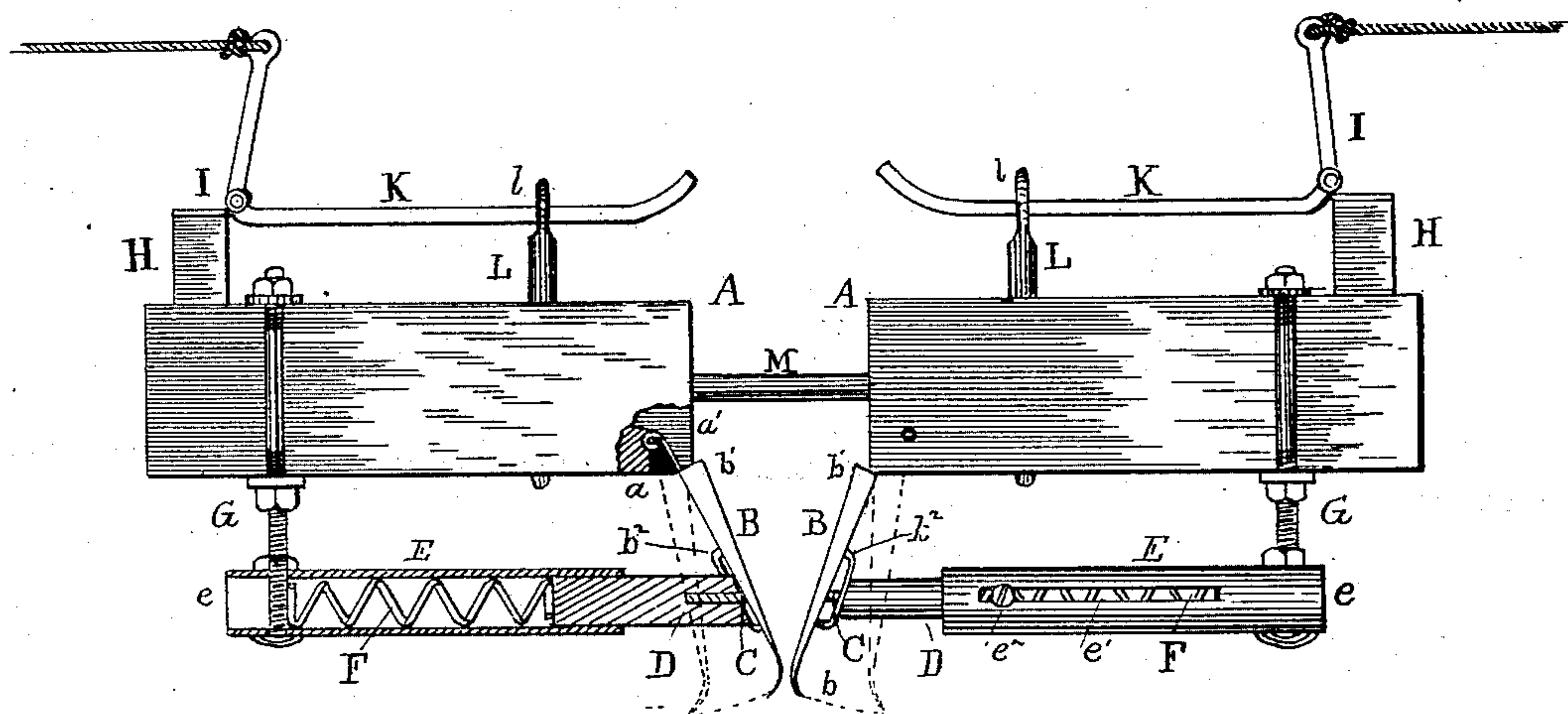
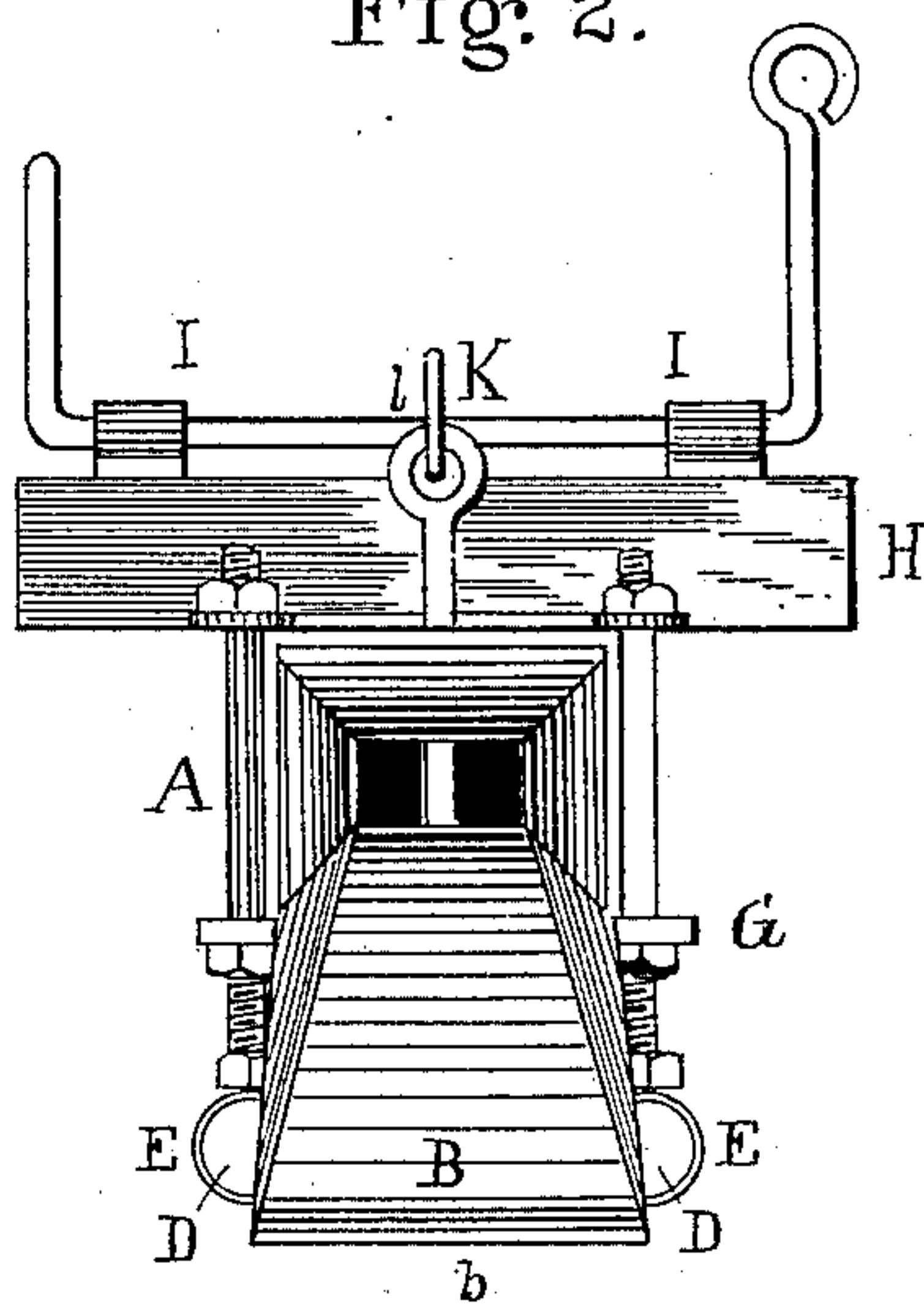


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

MORDICA A. DAVIDSON AND SIMEON F. SANDERS, OF UNION, WORTH
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 315,131, dated April 7, 1885.

Application filed February 3, 1885. (No model.)

To all whom it may concern:

Be it known that we, MORDICA A. DAVIDSON and SIMEON F. SANDERS, citizens of the United States, residing at Union Township, in the county of Worth and State of Missouri, have invented certain new and useful Improvements in Car-Couplings; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 represents a side view of two draw-heads provided with the invention. On the right one tube is removed, so as to show the slot in the other, and on the left one tube is shown in section. Fig. 2 represents an end view.

This invention relates to car-couplings; and it consists in the construction hereinafter set forth and claimed.

In the annexed drawings, the letters A A represent two draw-heads provided with the invention, each draw-head having the same attachments as the other, so only one need be described.

Secured within the lower lip, *a*, of the mouth *a'* of the draw-head is a swinging flap or apron, B, having the rounded edge *b* and the sides *b'* *b'*. On the rear this apron has on each side a loop, *b*². Loosely held in these loops *b*² is another loop, C, which passes from one to the other of loops *b*², and has its ends *c* secured to plungers D. These plungers D rest in tubes or ways E and bear against springs F therein. The tubes E are secured at their rear ends,

e, by a hanger, G, depending from the draw-head A.

In the side of the tube E is cut a slot, *e'*, through which extends a pin, *e*², secured to the inner end of the plunger D.

Journaled to the dead-wood H is a shaft, I, from which extends a rod, K, passing loosely through an eye, *l*, in the head of the coupling-pin L.

When two cars are run together for coupling, the link M, projecting from one draw-head, strikes against the apron B of the other draw-head, and is conducted into the link-opening. As the cars farther approach the aprons contact, and, swinging in the mouths of the draw-heads, assume a position indicated by dotted lines, Fig. 1. This forces in the plungers D, compressing the springs F. As the cars draw apart the springs react, throwing out the aprons to their normal position. At the same time the pin L slides along the rod K. The tubes E, being held only at one end and that loosely, have a slight play, thus allowing the plungers to operate smoothly as the aprons swing on a circle.

Having thus described the invention, what is claimed is—

The combination of draw-head A, swinging apron B, having loops *b*² *b*², loop C, plungers D D, tubes E, and hangers G, the tubes secured at their rear ends to the hangers.

In testimony whereof we affix our signatures in presence of two witnesses.

MORDICA A. DAVIDSON.
SIMEON F. SANDERS.

Witnesses:

W. F. OSMAN,
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