

(No Model.)

J. H. DYMOND.

CAR COUPLING.

No. 325,200.

Patented Aug. 25, 1885.

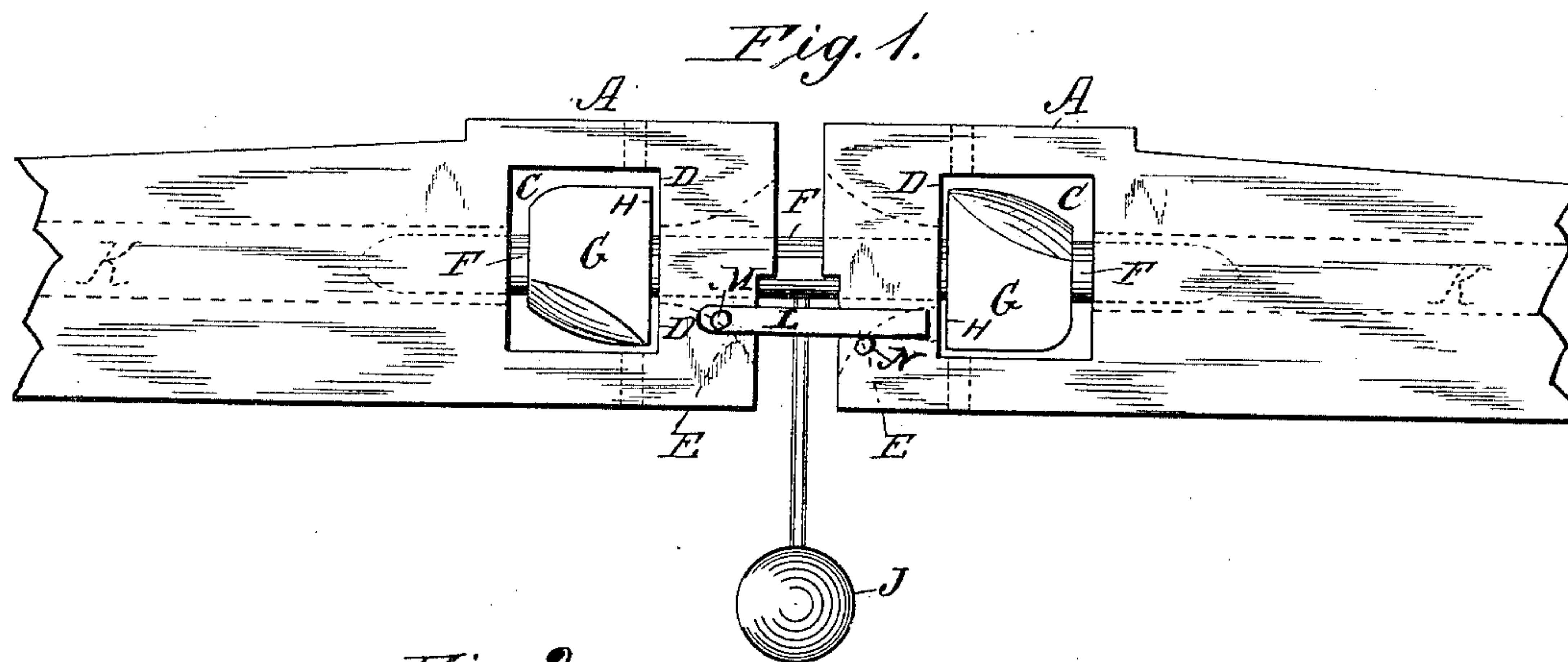


Fig. 2.

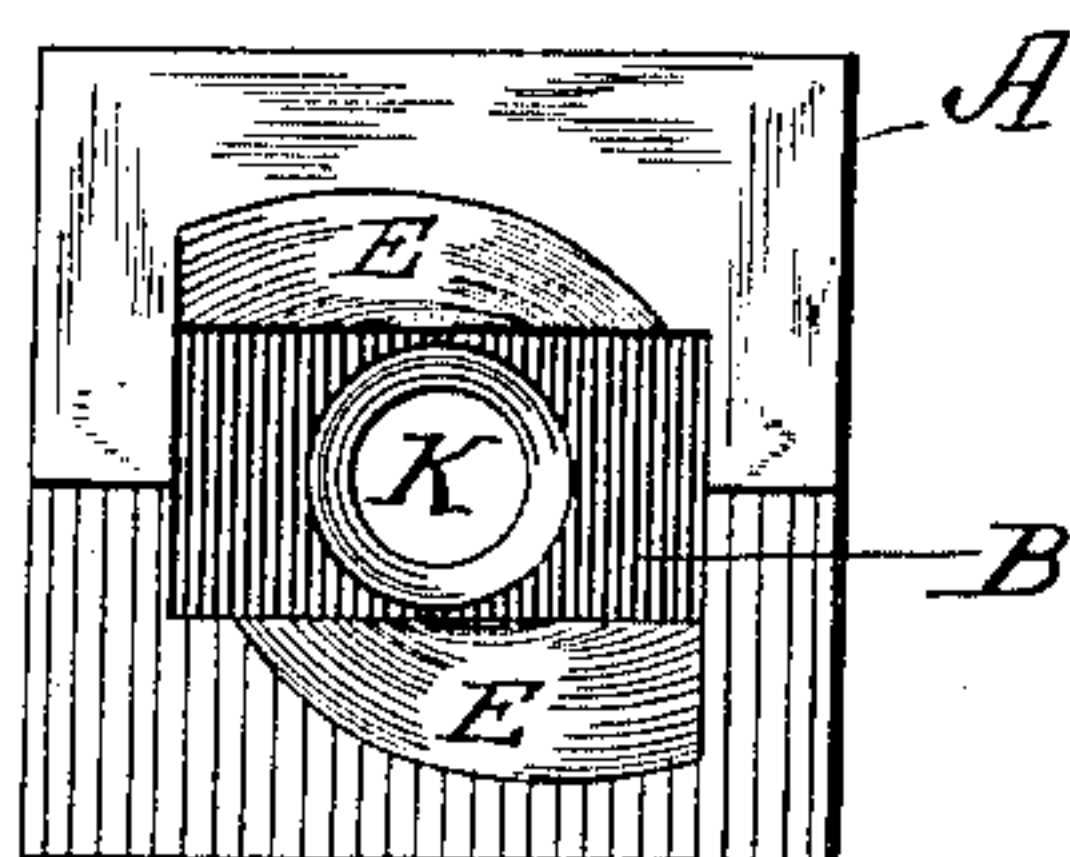


Fig. 3.

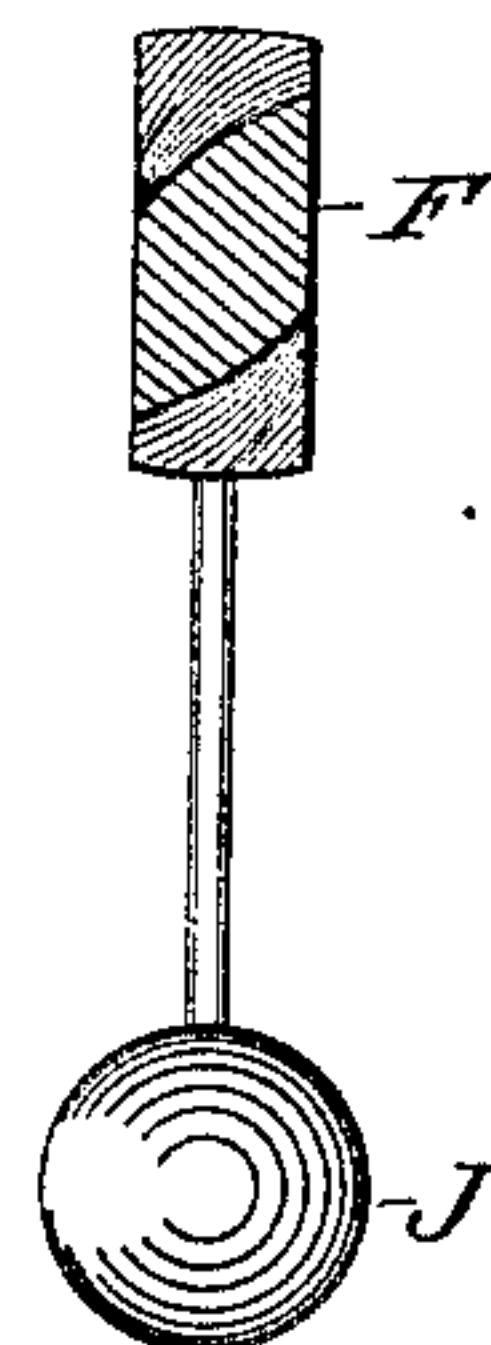
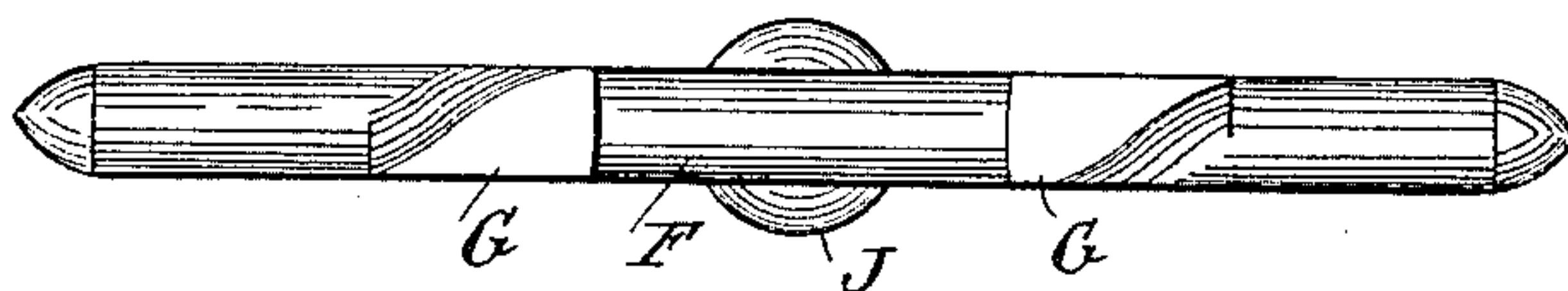


Fig. 4.



WITNESSES:

W. W. Hollingsworth
H. C. Stevens.

INVENTOR:

J. H. Dymond
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOSHUA HORATIO DYMOND, OF CARBONDALE, KANSAS, ASSIGNOR TO HIMSELF AND WILLIAM W. DYMOND, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 325,200, dated August 25, 1885.

Application filed June 6, 1885. (No model.)

To all whom it may concern:

Be it known that I, JOSHUA HORATIO DYMOND, a citizen of the United States, residing at Carbondale, in the county of Osage and State of Kansas, have invented certain new and useful Improvements in Car-Couplings, of which the following is a description.

This invention relates to that class of car-couplings in which the links and draw heads are designed to couple automatically; and its object is to provide a link the two ends of which shall be alike, and draw-heads alike at both ends of each car, whereby either end of any link will engage either end of any car, and cars may be coupled with each other at either end.

To this end my invention consists in the construction and combination of parts forming a car-coupling, hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of my invention. Fig. 2 is an end view of the draw-head. Fig. 3 is a transverse vertical section of the link, and Fig. 4 is a plan view of the link.

A represents my draw-head, which may be of any usual construction in all respects, except at its coupling end. To this I give a peculiarly-shaped mouth, B, which is wider than its height, communicating with an enlarged throat, C, the enlargement producing rectangular shoulders D behind the lips E. The lower lip slants outward and to the left, forming a spiral or screw shaped opening.

F is the link, having a cylindrical stem or body provided with two pairs of lateral wings G, which terminate at the rear in rectangular shoulders H, and which incline spirally forward to engage the spiral slant of the lips E.

J is a weight hung to one side of the link by a rigid arm to hold it in or return it to its normal position with its wings vertical. The body and wings of the link may, when horizontal, enter the mouth of the draw-head. Then if turned into a vertical position the shoulders H of the wings will engage the shoulders D of the lips in the draw-head, whereby the car may be drawn. The body F of the link projects at each end beyond the wings G, and it is tapered and smoothly rounded to readily

enter the draw-head. At the rear of the enlargement C the throat continues into the draw-head as a round hole, K, trumpet-shaped at the enlargement to receive the projecting end of the link, whereby the link may be held level by one end, and the link-wings resting against the shoulder around the hole K hold the link to push it into another draw-head.

In service one end of the link is placed in one draw-head, and when this draw-head meets another the stem of the free end of the link will enter it, and the wings G, turning upon the spiral lips E, will also enter and press the shoulders D, when the weight J, which has been swung up to one side by the turning of the link, will, now that the wings are free, turn them to a vertical position behind the shoulders D, thus coupling the car. To uncouple it the weight may be swung either way to nearly a horizontal position, when the link is free to be withdrawn. The spiral of the draw-head lips and of the links may be made either right or left handed, but it is better that they should all be made from one pattern, so that the train-hands need not look to know how they are. The throats are open at the sides to give better opportunity to aid or loosen a sticking link.

L represents a bar pivoted at one end by a bolt, M, to the draw-head and adapted to rest on a stud, N, on the other draw-head, or to swing down when set free to do so. When it is desired to push a car back to any point and leave it on to "hit it a kick," in railroad parlance, the ball J is to be raised and its arm left resting on the bar L. By this means the link is set so that it may draw free from the head. As soon as the draw-heads separate, the bar will swing down out of the way.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of a draw-head having a transversely-elongated mouth, lips spirally slanted forward and shouldered at their rear, an enlarged throat open at its sides behind the lips, and having a round rearward extension, and a link having a cylindrical body and lateral wings, spiral at their outer ends and shouldered at their inner ends and weighted at one side, the body of the link

projecting at each end beyond the said wings, substantially as shown and described.

2. The combination of a link adapted to turn on its longitudinal axis, and provided
5 with a weighted arm, a bar pivoted at one end to one draw-head, and a stud projecting from the side of the other draw-head, sub-

stantially as shown and described, whereby the said weighted arm may be temporarily supported and finally set free, as set forth.

JOSHUA HORATIO DYMOND.

Witnesses:

LEANDER SILVERNAIL,
JOHN G. ELLIS.