

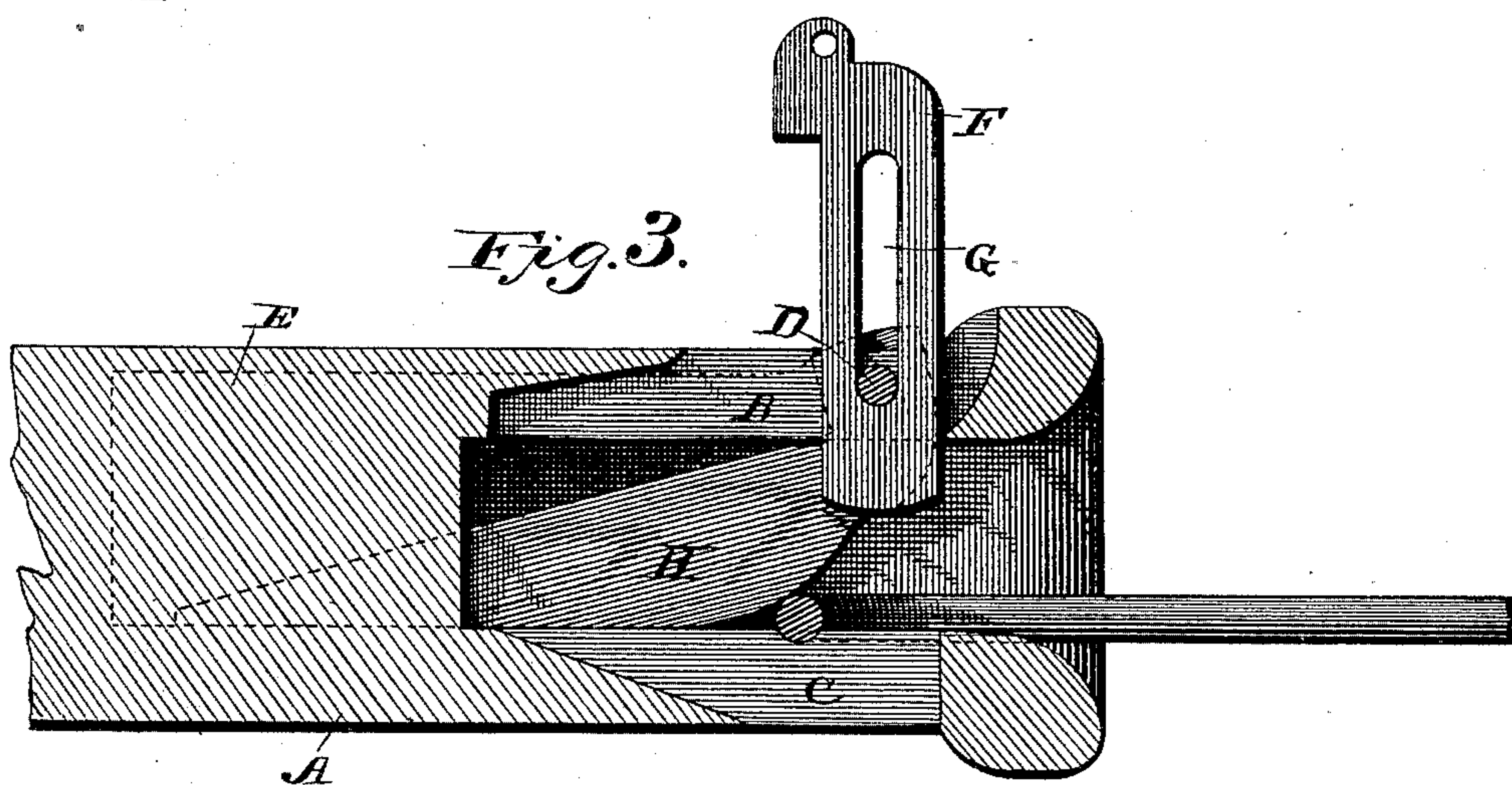
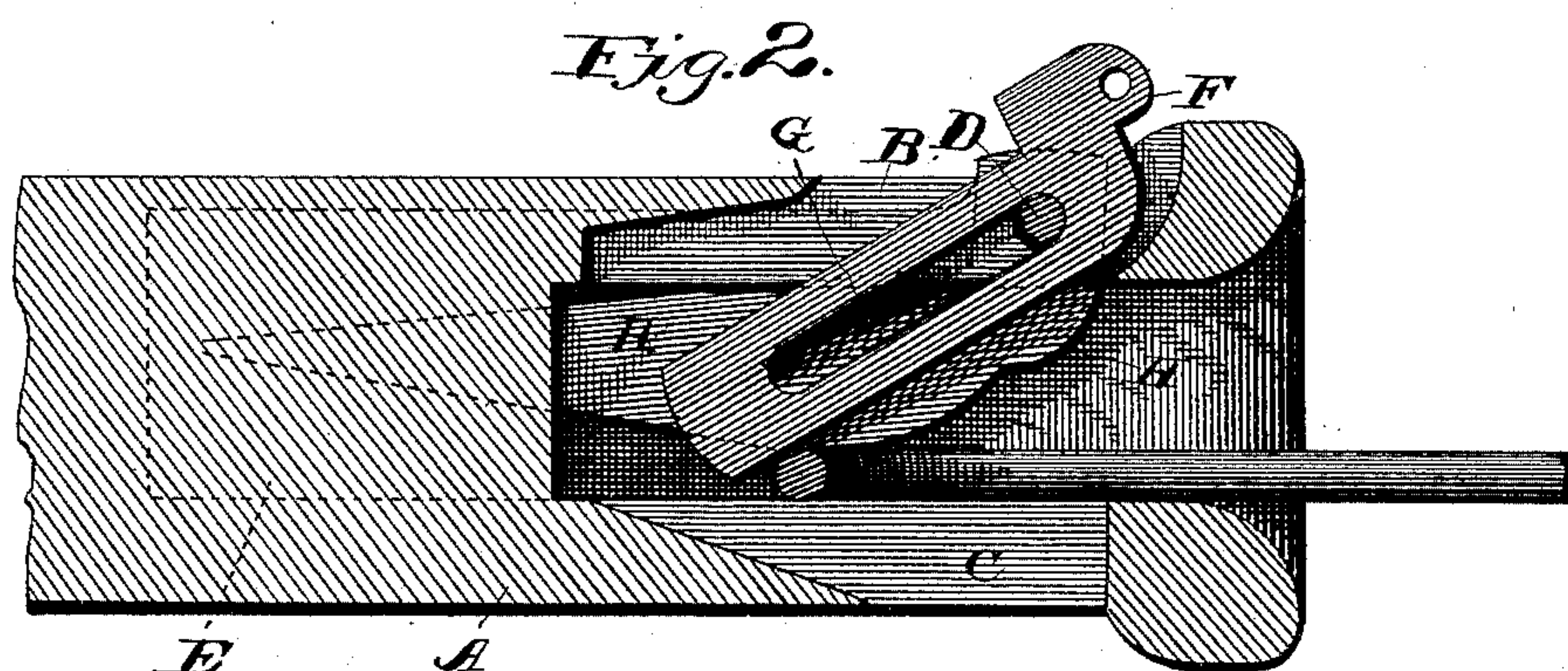
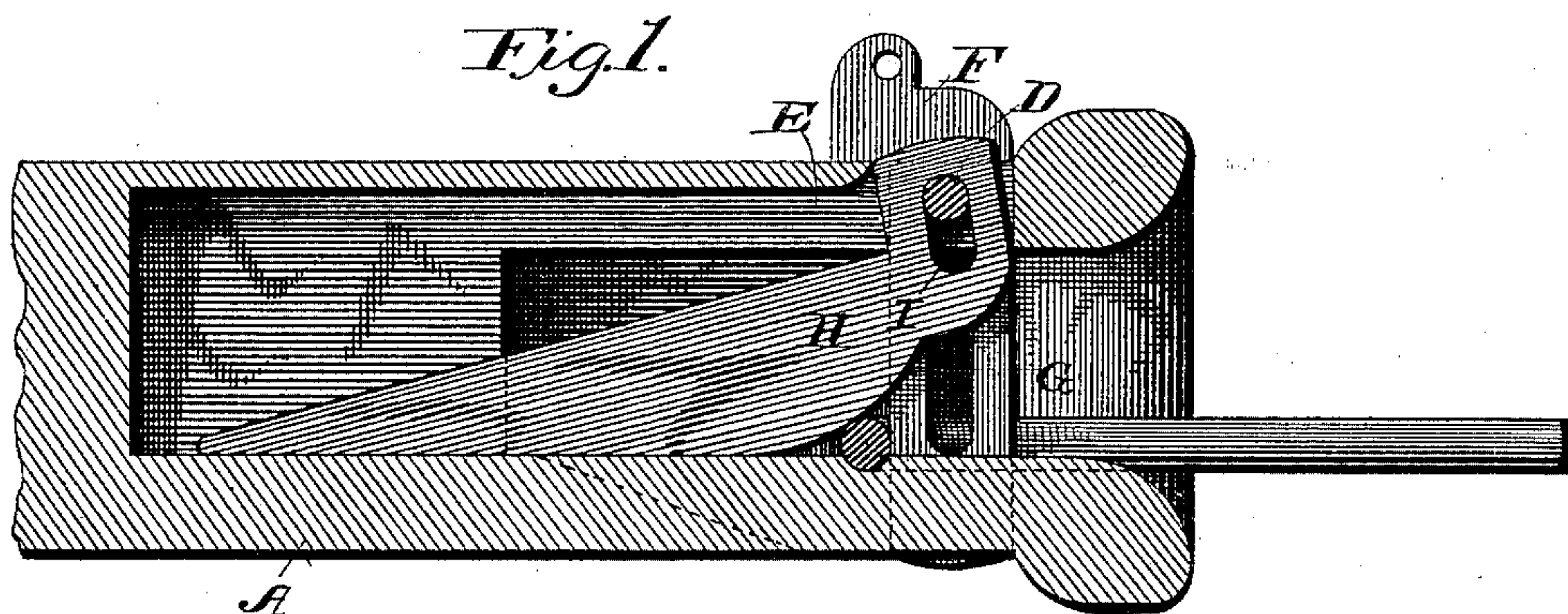
(No Model.)

C. C. HODGES.

CAR COUPLING.

No. 413,182.

Patented Oct. 22, 1889.



Witnesses

Inventor

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# UNITED STATES PATENT OFFICE.

CLEMONT CLAY HODGES, OF GONZALES, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 413,182, dated October 22, 1889.

Application filed July 26, 1889. Serial No. 318,712. (No model.)

*To all whom it may concern:*

Be it known that I, CLEMONT CLAY HODGES, a citizen of the United States, residing at Gonzales, in the county of Gonzales and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a vertical longitudinal section of a draw-head embodying my invention, with the interior parts in elevation. Fig. 2 is a similar view showing the manner of securing the link. Fig. 3 is a similar view showing the pin raised to permit uncoupling.

The draw-head A is secured to the bottom of the car at the end of the same in the usual or any preferred manner, and it is provided near its outer end in its top and bottom with the longitudinal slots B C, as clearly shown. A pivot pin or bolt D is secured transversely in the top of the draw-head and passes through the longitudinal slot D and the parallel slots E E on opposite sides of the slot D, and the coupling-pin and link-holding weights are mounted on this pivot-pin. The coupling-pin F is provided with a longitudinal slot G, and when in its lowered position is supported by the upper end of the slot resting on the transverse pivot-pin D, and when in this position the coupling-pin is adapted to swing freely in the longitudinal slots B C, as will be readily understood. The pin is connected to a rod running to the top or side of the car, in order that it may be lifted to permit the withdrawal of the coupling-link.

The link is held in its proper position in the draw-head by the weights H H, which are mounted on the pivot-pin D and have their upper ends fitting in the slots E E. The said upper ends of the weights are provided with short slots I, so that they may play vertically sufficiently to permit the link to easily enter

the draw-head. The lower portions of the weights extend rearwardly somewhat, so that they will swing downward and forward against the end of the link and bear on the same, so as to hold it in a proper horizontal position.

From the foregoing description the operation of my device will be readily understood.

When it is desired to couple two cars together, the link is secured in one draw-head and the two draw-heads then brought together. As the link enters the opposing draw-head, it will strike against the coupling-pin, pushing the same upward and rearward, so that it will be caused to ride over the end of the link and fall into engagement with the link. Upon the cars falling apart so as to draw the link tightly against the coupling-pin, the weights swing downward and forward, so as to bear on the link and hold it in its operative position.

It will be observed that my device is composed of very few parts, which are simple in their construction and automatic in their operation.

The device is very strong and durable and can be applied to any car, and its advantages are thought to be obvious.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the draw-head, of the transverse pivot-pin in the top of the draw-head, the coupling-pin provided with a longitudinal slot engaging said pivot-pin, and the weights mounted on said pivot-pin and adapted to bear on the end of the link, as set forth.

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

CLEMONT CLAY HODGES.

Witnesses:

W. J. BRIGHT,  
JAS. T. MATHIESS.