

(No Model.)

W. DAVIDS.
CAR COUPLING.

No. 428,164.

Patented May 20, 1890.

Fig. 1.

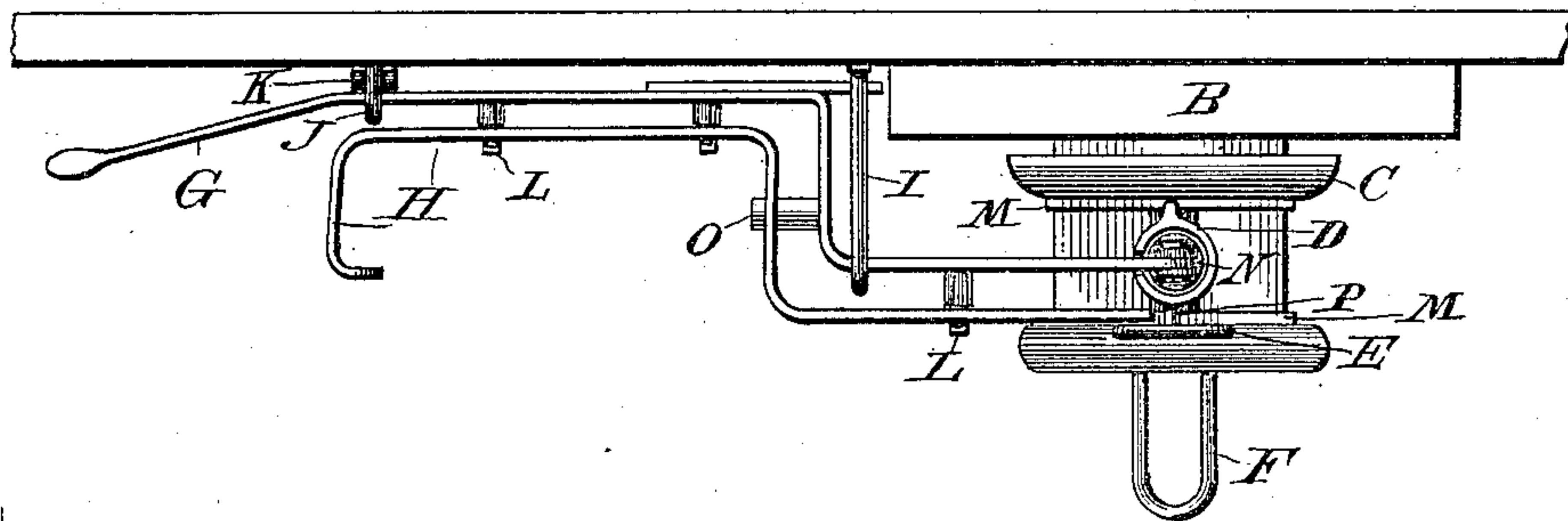


Fig. 2.

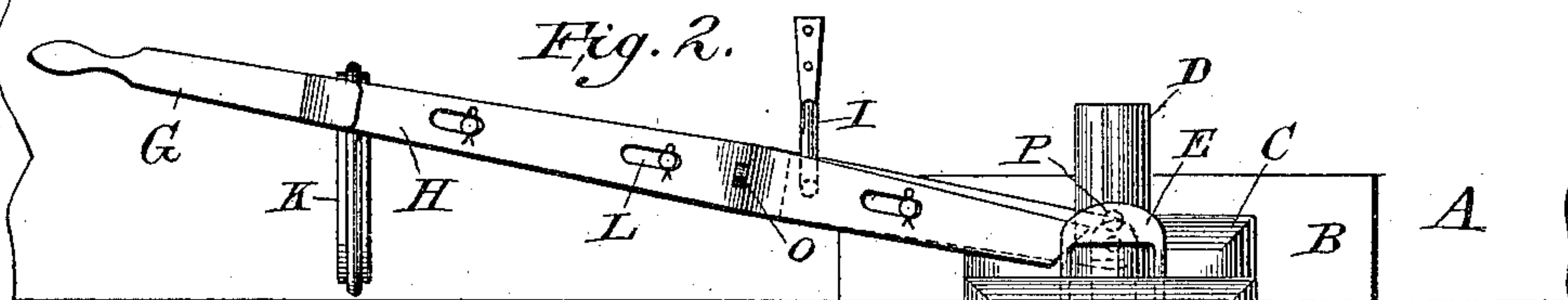


Fig. 3.

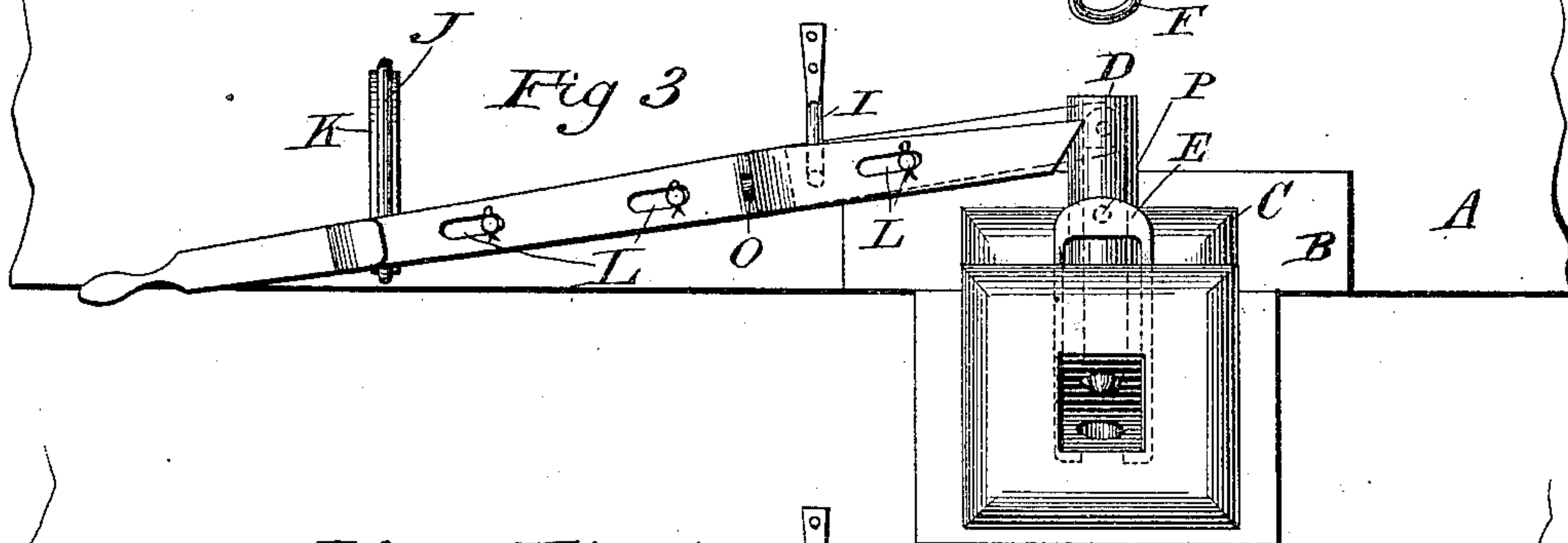
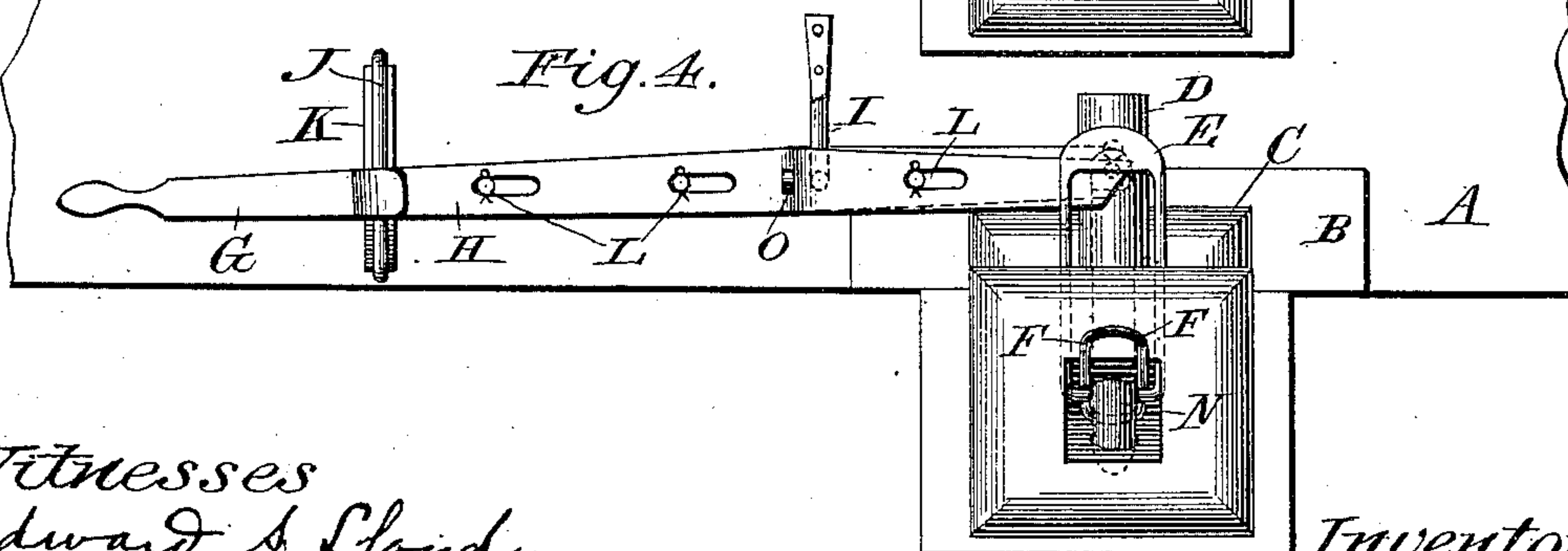


Fig. 4.



Witnesses
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Inventor:

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make

UNITED STATES PATENT OFFICE.

WILLIAM DAVIDS, OF REMSEN, IOWA, ASSIGNOR OF ONE-HALF TO JOHN P. BECK, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 428,164, dated May 20, 1890.

Application filed October 5, 1889. Serial No. 326,157. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DAVIDS, a citizen of Germany, an alien having declared my intention to become a citizen of the United States, residing in Remsen, in the county of Plymouth and State of Iowa, have invented a new and useful Car-Coupler, of which the following is a specification.

My object is to facilitate the ease, safety, and speed of coupling and uncoupling cars as required in the making of trains, switching cars, and transporting the same from place to place.

My invention consists in the combination and construction of a machine for said easy, safe, and practical coupling of cars, as herein set forth, pointed out in my claims, and shown by the accompanying drawings and their letters of reference, in which—

Figure 1 is a view of said car-coupler from the top as it appears when cars are coupled. Fig. 2 is a front view with link-pin or coupling-pin in case. Fig. 3 is a front view with coupling-pin raised. Fig. 4 is a front view showing regulation of height of link.

A in said figures is the back of car.

B is the frame for the bumpers.

C C are the bumpers.

D is the case for the link-pin or coupling-pin.

E is the link to raise or lower the coupling-link.

F is the coupling-link.

G is the lever to raise and lower the coupling-pin only.

H is the lever to raise and lower the coupling-link.

I and J are the frames to hold the levers G and H in position with their bolts.

K is a spring to keep levers G and H in position.

L L L are slots and pins to move lever H horizontally.

M M are bands to secure D (the case for coupling-pin) in place as bands around the bumper.

N is the link-pin or coupling-pin.

O is a pin to strengthen lever H.

P is a pin to raise and lower link E.

In size the parts are the size used on the ordinary car, but may be varied in size in accordance with the size of the car. The length of levers H and G is such that they may be easily moved by an operator standing at the side of the car. The height of the links is regulated to suit cars of various sizes, as shown, by lever H. The draft of the cars is regulated by a spring beneath the car, upon which C, the bumper, presses.

In practical use the operator stands at the left of the car, and to uncouple draws lever G perpendicularly downward. This raises the coupling-pin N in its case D, leaving the coupling-link F free. In coupling, the operator raises lever G perpendicularly. This presses N, the coupling-pin, downward into the link F. To raise coupling-link to the desired height, raise lever H perpendicularly until its point at connection with bumper is lower than P, the pin. To raise and lower the link E, levers G and H are bent at such an angle at the point of meeting with frame I that the point of lever G connects with the link-pin in the case D, which is in the center of the top of C, the bumper. The end of lever H is then lower than P, the pin. To raise and lower link E, throw lever H downward with a horizontal motion by means of the slots and pins L. Press levers G and H downward perpendicularly, and this will raise E, the link for raising coupling-link and coupling-link F to the desired height.

I claim as my invention—

A car-coupler consisting of the two crooked levers G and H, together with the frames and springs holding them in place, the coupling-pin and its case, and the link for raising and lowering the coupling-link, all substantially as described.

Witness my hand this 2d day of October, 1889.

WILLIAM DAVIDS.

Witnesses:

EDWARD S. LLOYD,
JNO. P. BECK.