(No Model.)

W. DIXON.

CAR COUPLING.

No. 458,948. Patented Sept. 1, 1891.

Fig. 1.

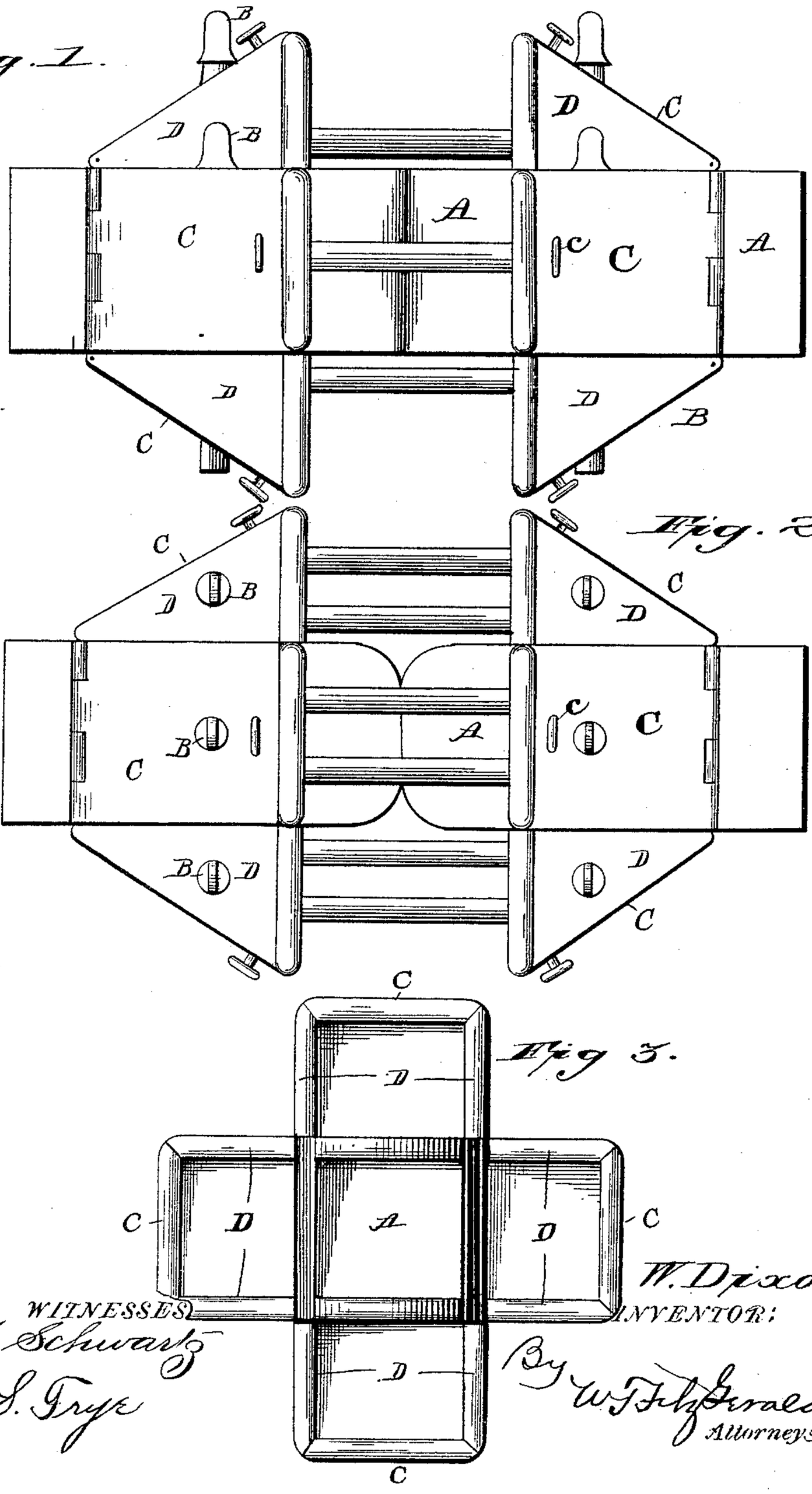

Fig. 2.

Fig 3.

WITNESSES:
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UNITED STATES PATENT OFFICE.

WILLIAM DIXON, OF RADERSBURG, MONTANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 458,948, dated September 1, 1891.

Application filed February 9, 1891. Serial No. 380,741. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DIXON, a citizen of the United States, residing at Radersburg, in the county of Jefferson and State of Montana, have invented certain new and useful Improvements in Car-Couplers; and I do hereby 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.

My invention relates to improvements in car-couplers; and it consists of certain novel features of construction, which will be hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation. Fig. 2 is a top plan view. Fig. 3 is an end elevation of one of the draw-heads.

The object of my invention is to provide an effective and simple means of coupling the meeting ends of two cars together, so that a minimum swinging movement of the cars will be allowed, my coupler being especially applicable to freight-cars.

Referring to the several parts by their letters of designation, A represents the draw-heads, of the usual construction, to which my invention is shown applied. The auxiliary draw-heads comprised in my invention consist each of an outer member C and the two parallel side members D, the latter being triangular in shape, as will be seen by reference to Figs. 1 and 2 of the drawings. The inner end of the outer member C of each auxiliary draw-head is firmly hinged to the main draw-head A, these auxiliary draw-heads being preferably arranged, respectively, on the top and bottom and on both sides of the main draw-head A. The members D are rigidly secured to the edges of the inner sides of the members C, preferably by being formed integrally therewith. By thus duplicating the auxiliaries it will be understood that the coupling will be effective and prevent all undue lateral movement of the draw-heads, the connection being made by means of the ordinary pin and link. The ends of the links are held in their respective sockets by the coupling-pins B, which are of the usual form. The pin and the outer end of the member C are provided with suitable handles for operating the same, as shown.

In operation the link is placed in position in each of the auxiliaries on one of the draw-heads, and the other ends of the links are then entered into the other couplers and there secured in the usual manner by the pin. One or all of the couplers may be used, as desired. If all the couplers are used, all swinging motion of the cars will be prevented; but sufficient provision is made for rounding curves by slightly rounding or beveling the meeting faces of the draw-heads.

Believing that the advantages, construction, and operation of my invention will be readily apparent from the foregoing, further description is considered unnecessary.

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

1. The combination of the members C and D, the draw-head to which the member C is hinged, and the links and pins adapted to form the connection of the couplers, substantially as set forth.

2. The combination of a railway-car, the draw-heads attached thereto, and the auxiliary couplers attached to the draw-heads and formed with the members C and D, the inner end of the former hinged to the draw-head, permitting the outer end to be raised from contact with the draw-head by means of the handle *c*, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM DIXON.

Witnesses:
HENRY PINNEY,
WILLIAM FREEMAN.