

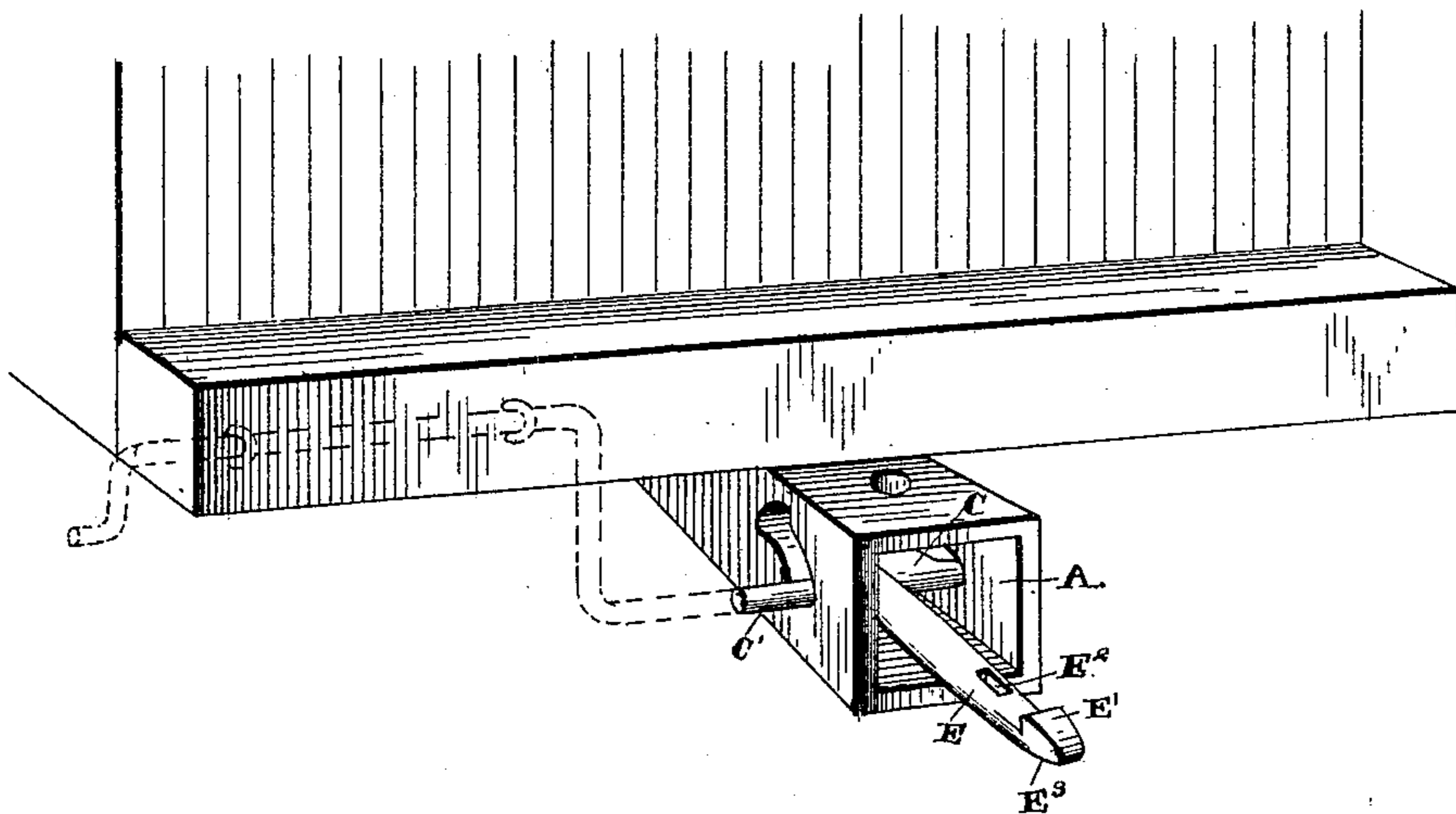
(No Model.)

T. W. FELTON.  
CAR COUPLING.

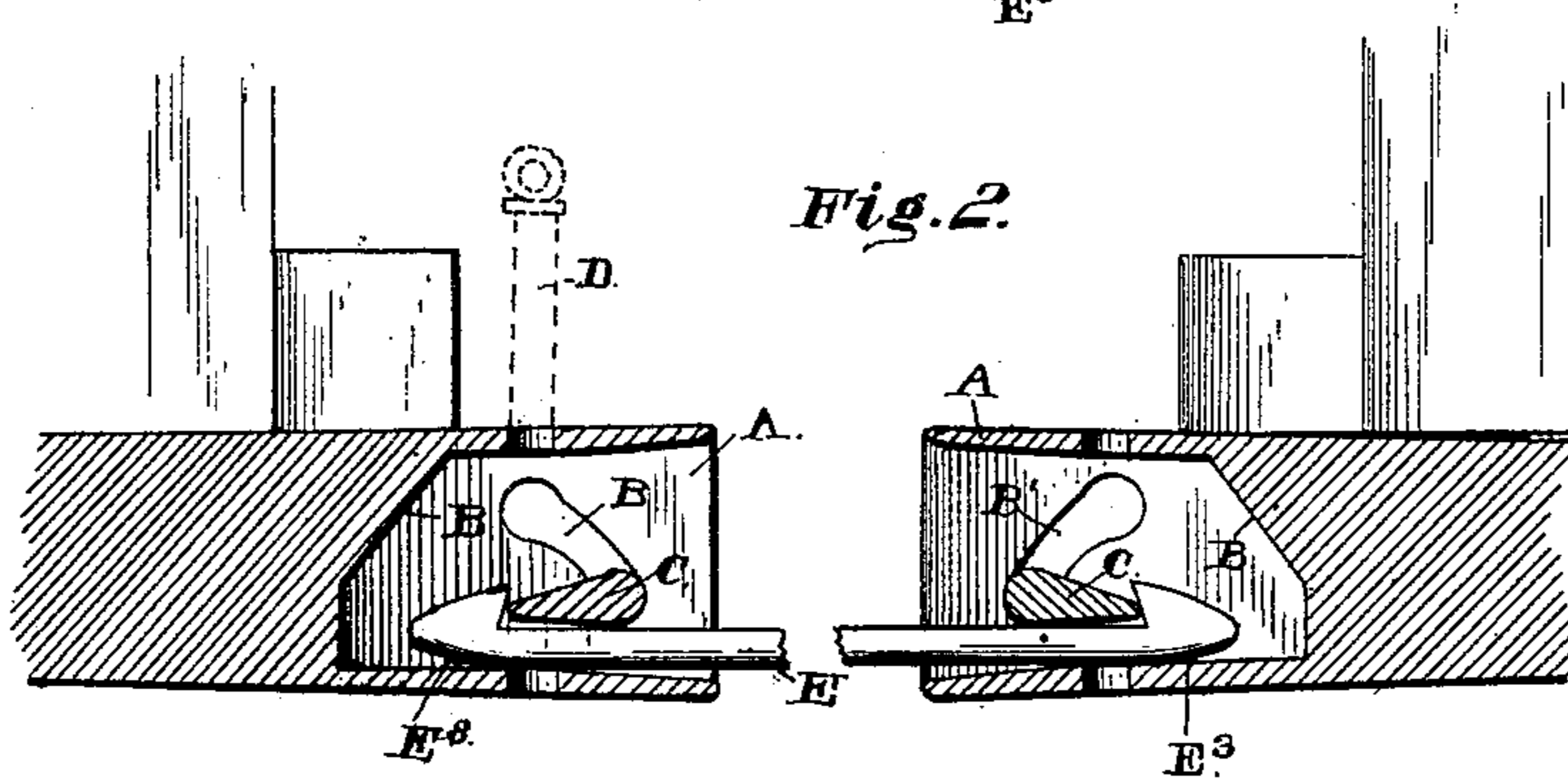
No. 480,456.

Patented Aug. 9, 1892.

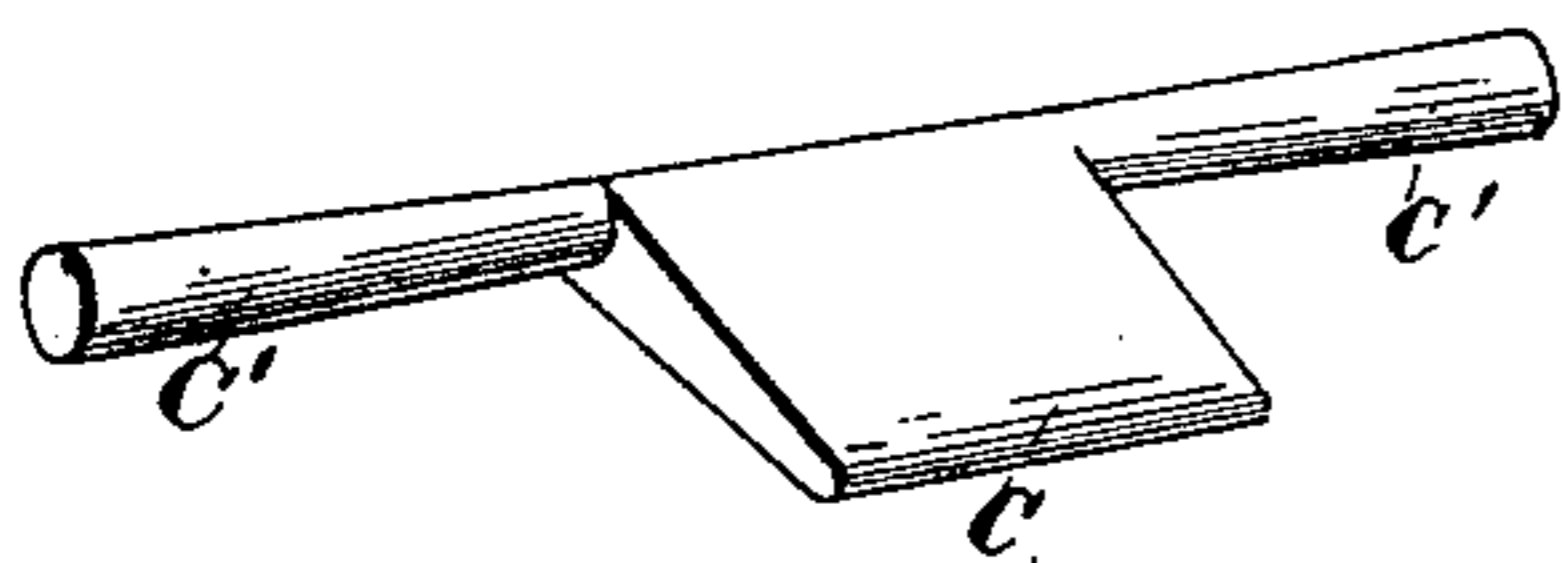
*Fig. 1.*



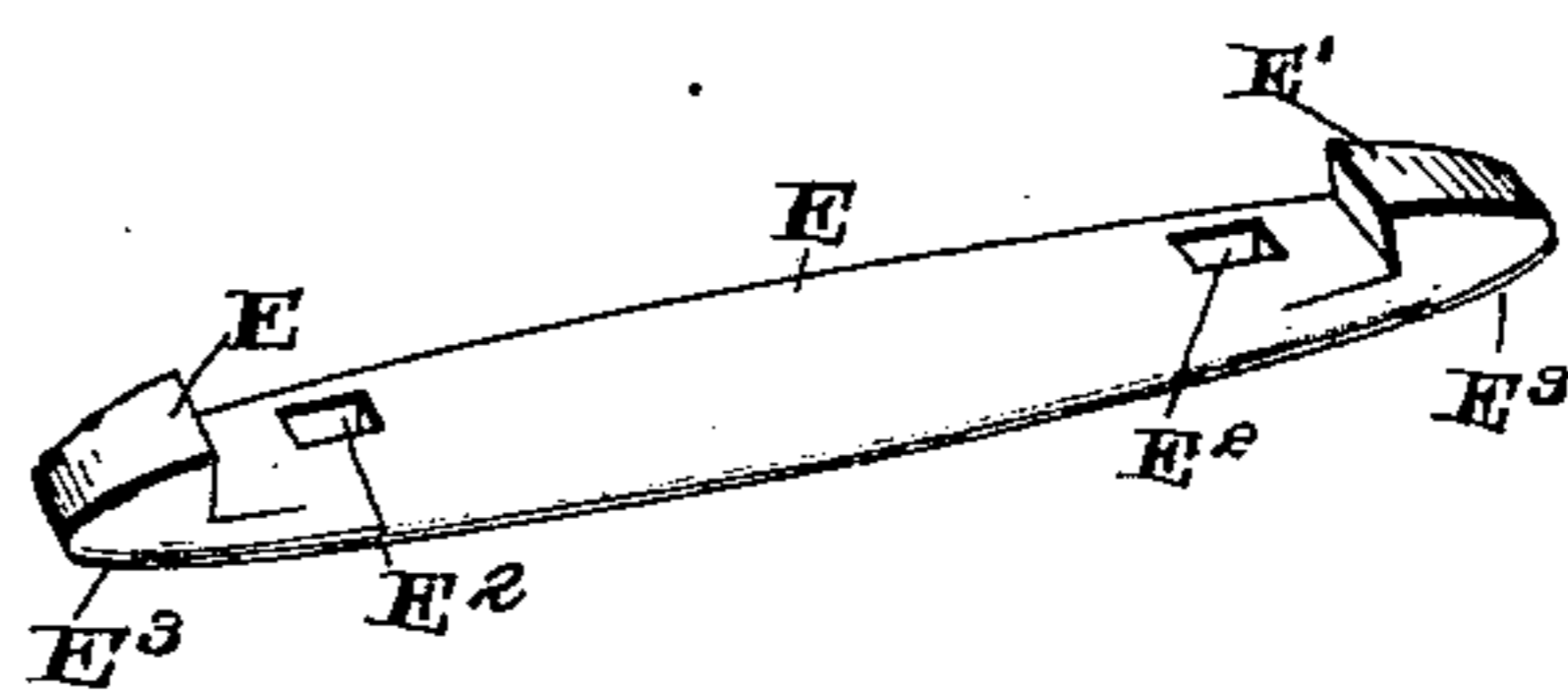
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



Witnesses

*Chas. A. Ford.*

*Chas. E. Hyer*

By his Attorneys,

*CA Snow & Co.*

Inventor

*Thomas W. Felton.*

# UNITED STATES PATENT OFFICE.

TOMMAS WESLEY FELTON, OF SAN GABRIEL, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 480,456, dated August 9, 1892.

Application filed March 31, 1892. Serial No. 427,308. (No model.)

*To all whom it may concern:*

Be it known that I, TOMMAS WESLEY FELTON, a citizen of the United States, residing at San Gabriel, in the county of Milam and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention relates to certain new and useful improvements in car-couplings; and it consists in the construction and arrangement of the parts thereof, as will be more fully hereinafter described, and pointed out in the claim.

The object of this invention is to provide a simple and effective device of this character having a partial automatic operation in coupling, and in case of accident or breakage the said device is adapted to be used after the manner of an ordinary car-coupling.

In the drawings, Figure 1 represents a perspective view of a portion of a car, showing my improved coupling applied thereto. Fig. 2 represents a longitudinal vertical section of two couplings shown connected. Fig. 3 is a detail perspective view of the locking-dog. Fig. 4 is a similar view of the connecting-link.

Referring to the drawings, A designates a draw-head suitably connected to a draw-bar attached to a car. The said draw-head is formed with a link opening or recess in the end thereof, whose upper rear portion is beveled, as at B, and also having slots B', arranged at an angle of inclination in the sides of said draw-head. Within the said draw-head a dog C is located, having arms C' projecting through said slot B' and which may be provided with suitable handles for operating the dog, or have extension-rods connected therewith and running to the top or sides of the car, as will be readily understood in devices of this class. The dog C is made wedge shape, and the slots B' are constructed of such length as to permit the withdrawal of said dog to and from the draw-head. Said draw-head is also provided with holes for the reception of a pin D, adapted to be used when the said dog and its connections become disarranged or broken.

The coupling-link E is employed in connection with the coupling hereinbefore set forth, and is constructed with shouldered heads E' to be engaged by the dog C, and also having

slots E<sup>2</sup> therein to adapt said link to be used with the coupling-pin D, hereinbefore set forth. The under faces of the ends of said link are beveled, as at E<sup>3</sup>, to provide for an easy engagement of the link with the dog. The link, having been connected to one draw-head by having the dog C thereof take into the shouldered head E', is brought up to the adjacent draw-head and the uncoupled end pushed under the opposingly-situated dog C to thereby raise the same, and after the shouldered head E' has passed under the edge of said dog C the latter drops down by its weight or gravity and takes into said shouldered head of the coupling-link. The said link is prevented thereby from becoming disengaged, as said shouldered head thereof pulls directly against the rear of the said dog and draws it down at an angle of inclination, and at the same time forcing said link against the bottom of the draw-head. The vertical movement of the link is limited by the upper rear beveled portion B of the draw-head and prevents any possibility of a misplaced engagement with the dog. The dog C when in locking position extends downward such a distance as to prevent the head of the link from slipping under the same. The draw-head with which this construction of coupler is employed is very slightly changed from the ordinary form of draw-head, it being only necessary to form the slots B' and provide the dog C and link E constructed as set forth, thereby rendering it practicable to apply the construction to draw-heads already in use by a very simple operation. Both lateral and vertical motions are compensated for in the construction of coupling presented by me herein, and it is obviously apparent that many minor changes in the details of construction and arrangement of parts might be made without in the least departing from the nature or spirit of my invention.

One of the principal advantages of the coupling herein set forth resides in the capability of the link to uncouple itself from the draw-head when the cars are turned over, as in case of a wreck. This is accomplished by the rounded construction of the sides of the link, which, when turned over sidewise, will raise the dog and disengage the shoulder of the link therefrom, thereby preventing pull-

ing of one car down with another car which might be overturned.

The dog C may be varied in shape independent of that set forth and work with equal  
5 efficiency in connection with the link.

By means of the ready disengagement of the link under the circumstances heretofore noted loss of property and life is prevented.

Having thus described my invention, what  
10 I claim as new is—

In a car-coupling, the combination of a draw-head having slots in the sides thereof arranged at an angle of inclination, a dog of wedge shape mounted in said draw-head and

having arms loosely bearing in said slots and 15 normally seated in the lowermost or front portion of said slots to thereby hold the dog in locking position, and a coupling-link having shouldered heads at opposite ends thereof adapted to be engaged by said dog, substan- 20 tially as described.

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

TOMMAS WESLEY FELTON.

Witnesses:

G. F. DAVIDSON,  
T. F. FELTON.