

(No Model.)

J. McDADE.
CAR COUPLING.

No. 489,826.

Patented Jan. 10, 1893.

Fig. 1.

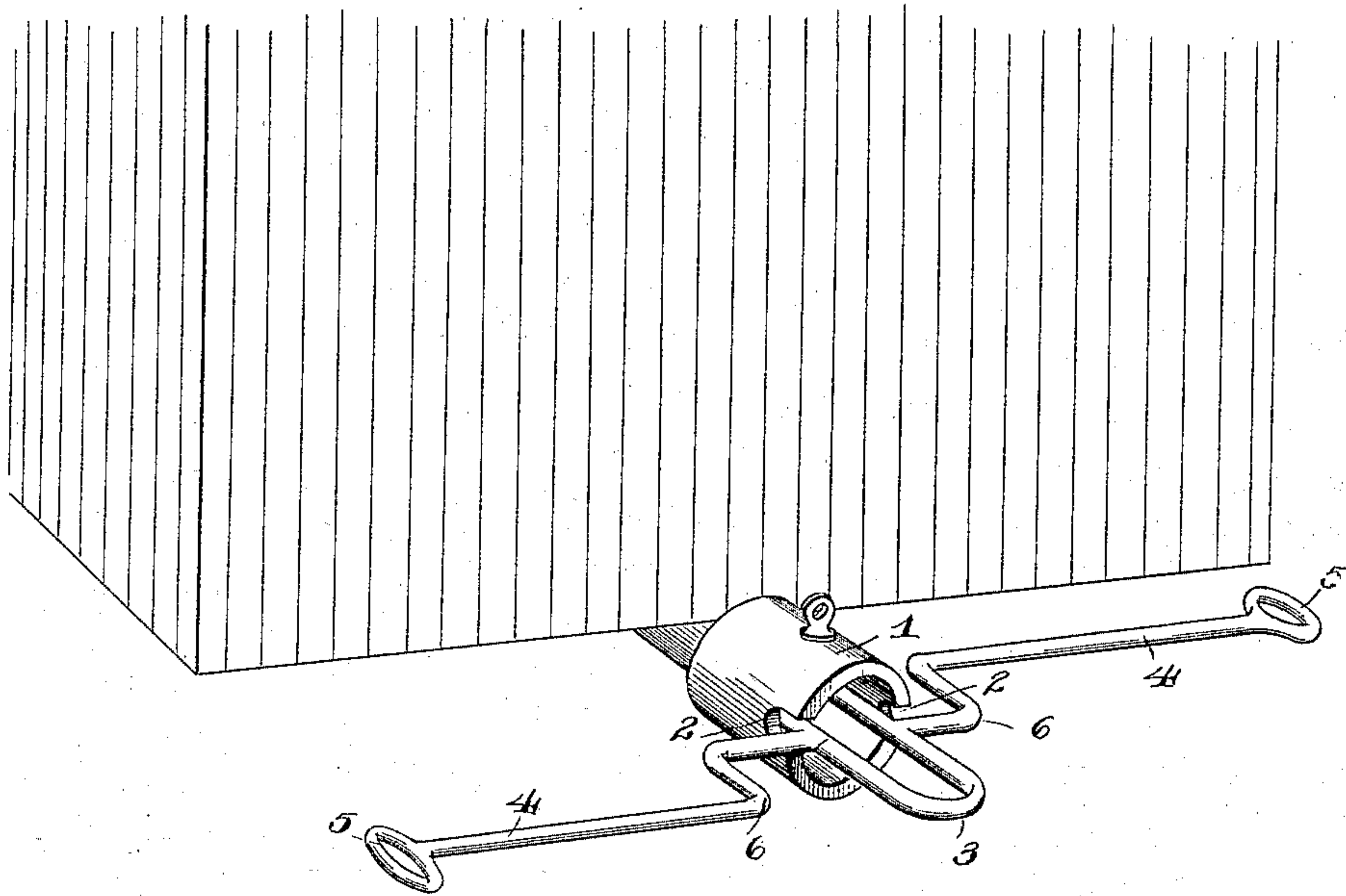
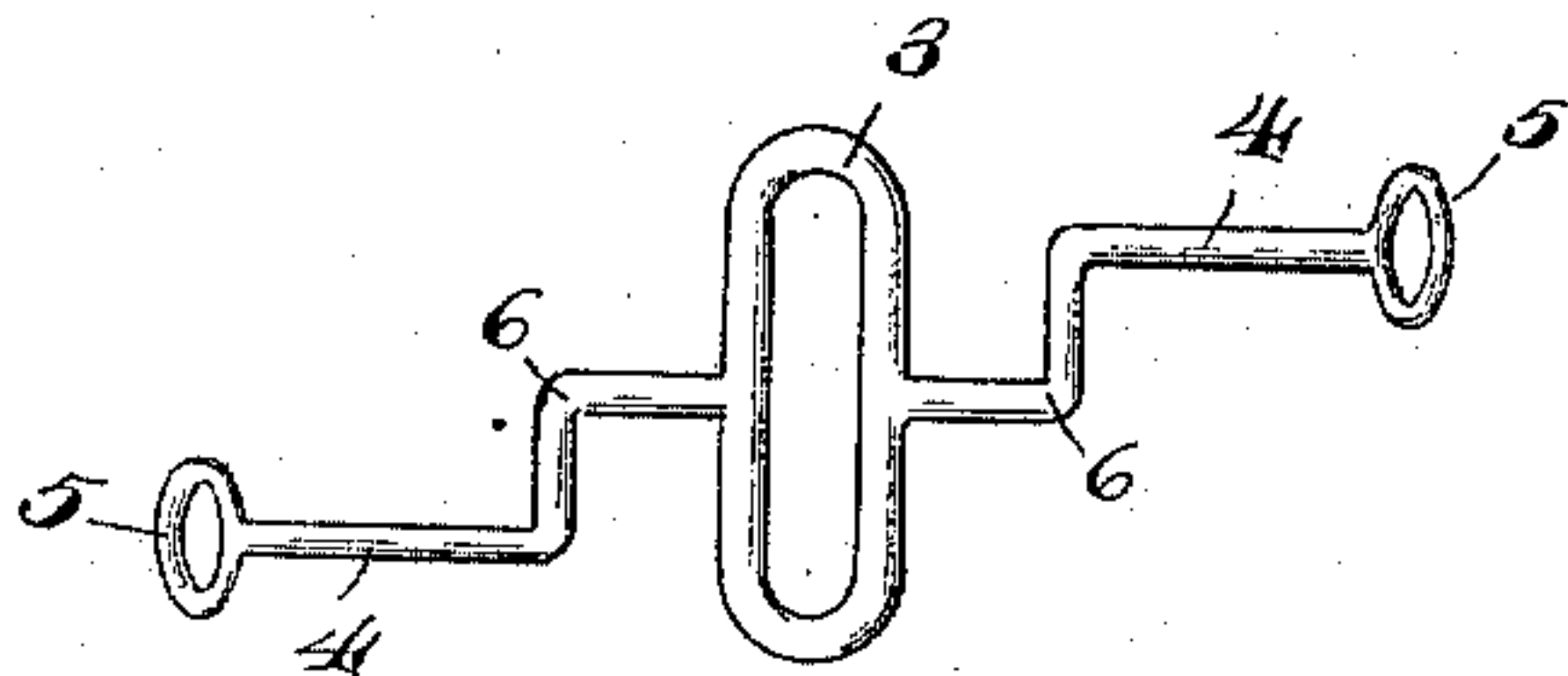


Fig. 2.



Witnesses

E. A. Ford.
N. J. P. Rhy

Inventor

James M. Dade.

By *his* Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JAMES MCDADE, OF MONTGOMERY, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 489,826, dated January 10, 1893.

Application filed November 7, 1892. Serial No. 451,235. (No model.)

To all whom it may concern:

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

The invention relates to improvements in car couplings.

The object of the present invention is to improve the construction of car couplings by providing a link which may be readily directed to the draw-head of a car to be coupled without necessitating going between cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a car coupling embodying the invention. Fig. 2 is a plan view of the link.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a draw-head provided at opposite sides with notches 2 and adapted to receive the link 3 which is provided at opposite sides with laterally extending angle arms 4 terminating in handles 5 and extending from the draw-head to the sides of the car to enable the link to be elevated or depressed to direct the same into the mouth of the draw-head for coupling without necessitating a brakeman going between the cars. The arms are horizontally disposed, and their angular bends 6 are disposed oppositely one of the bends extending inward and the other outward to provide the necessary space to enable cars to be readily uncoupled. The arms are

adapted to fit in the notches 2 which will facilitate the operation of the link, and also prevent the arms being crushed between two draw-heads when the cars come together in coupling.

It will be seen that the links are simple and effective in operation, and are adapted to be directed into the mouth of the draw-head without necessitating a train hand going between cars; that the angularly formed arms which project in opposite directions provide spaces to enable a train hand to gain access to either draw-head of two coupled cars, and that the employment of the links necessitates but little change from the ordinary construction of draw-heads.

What I claim is—

1. In a car coupling, a link provided at its sides with laterally extending horizontally disposed arms terminating at their outer ends in handles and having intermediate of their ends angular bends, one of the bends extending inward, and the other outward, substantially as described.

2. The combination of a draw-head provided at opposite sides with notches and a link provided with laterally extending horizontally disposed arms fitting in said notches and terminating at their outer ends in handles and having intermediate of their ends angular bends, one of the bends extending inward, and the other outward, substantially as described.

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

JAS. MCDADE.

Witnesses:

W. P. TERRELL,

G. F. WITHERSPOON.