

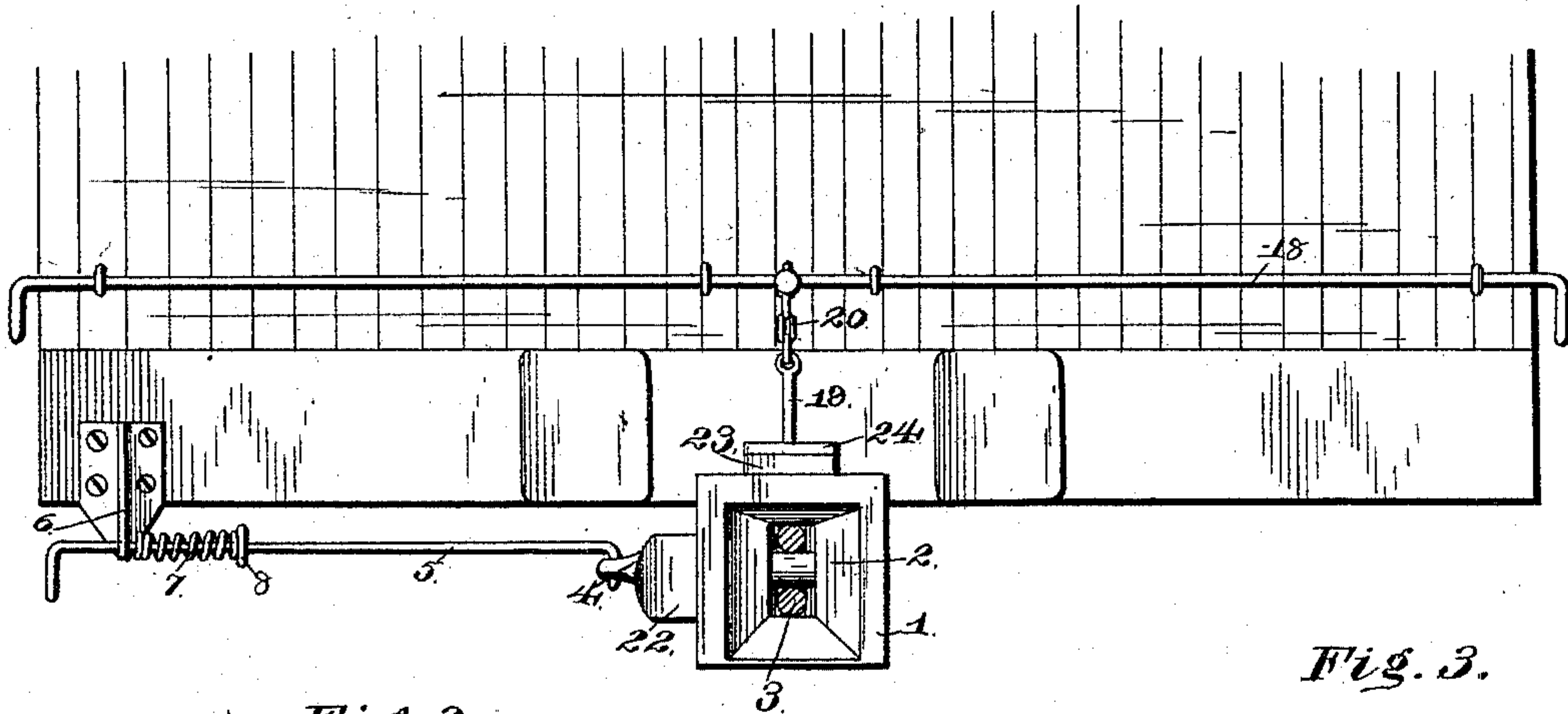
(No Model.)

D. D. GREEN.  
CAR COUPLING.

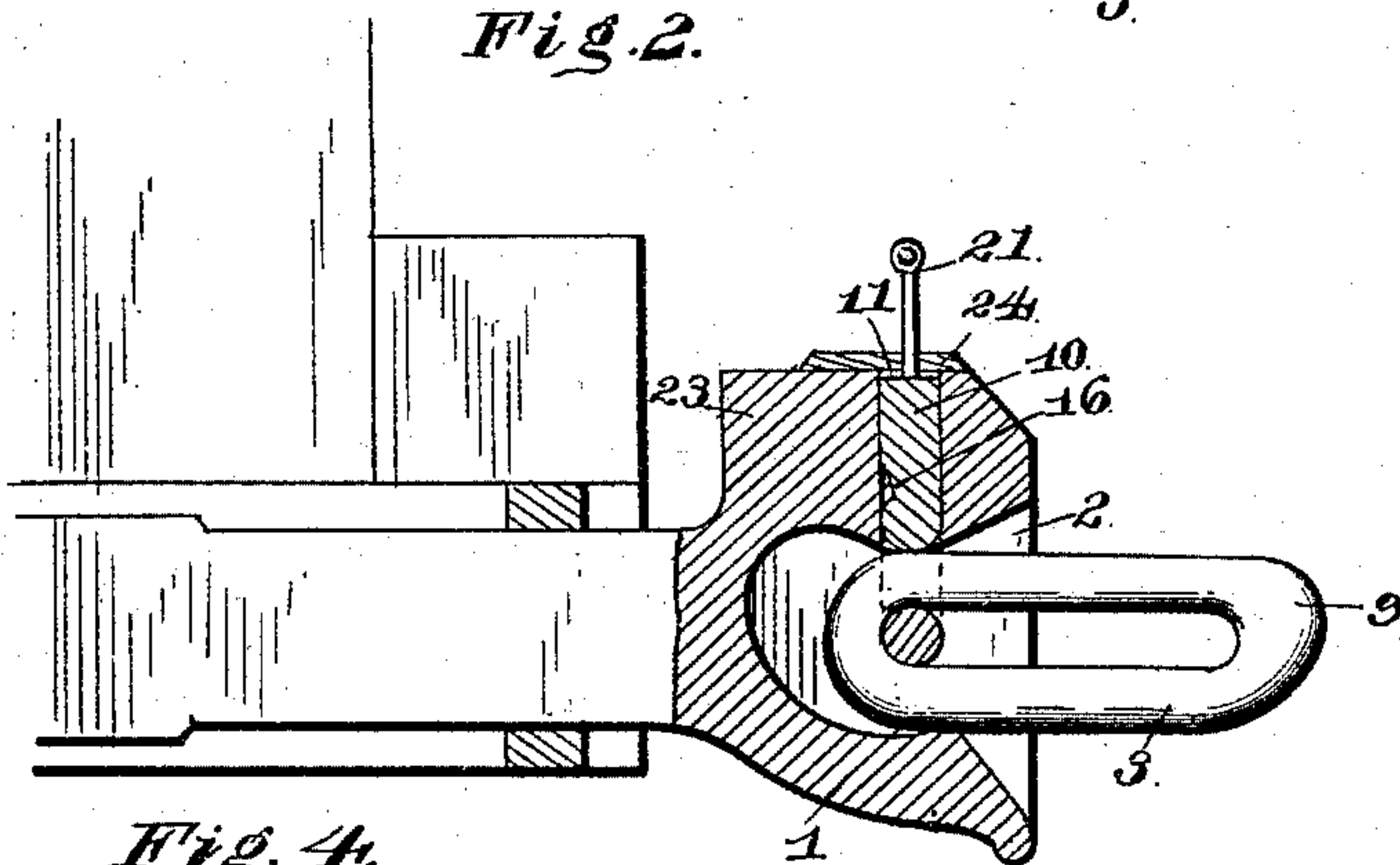
No. 495,630.

Patented Apr. 18, 1893.

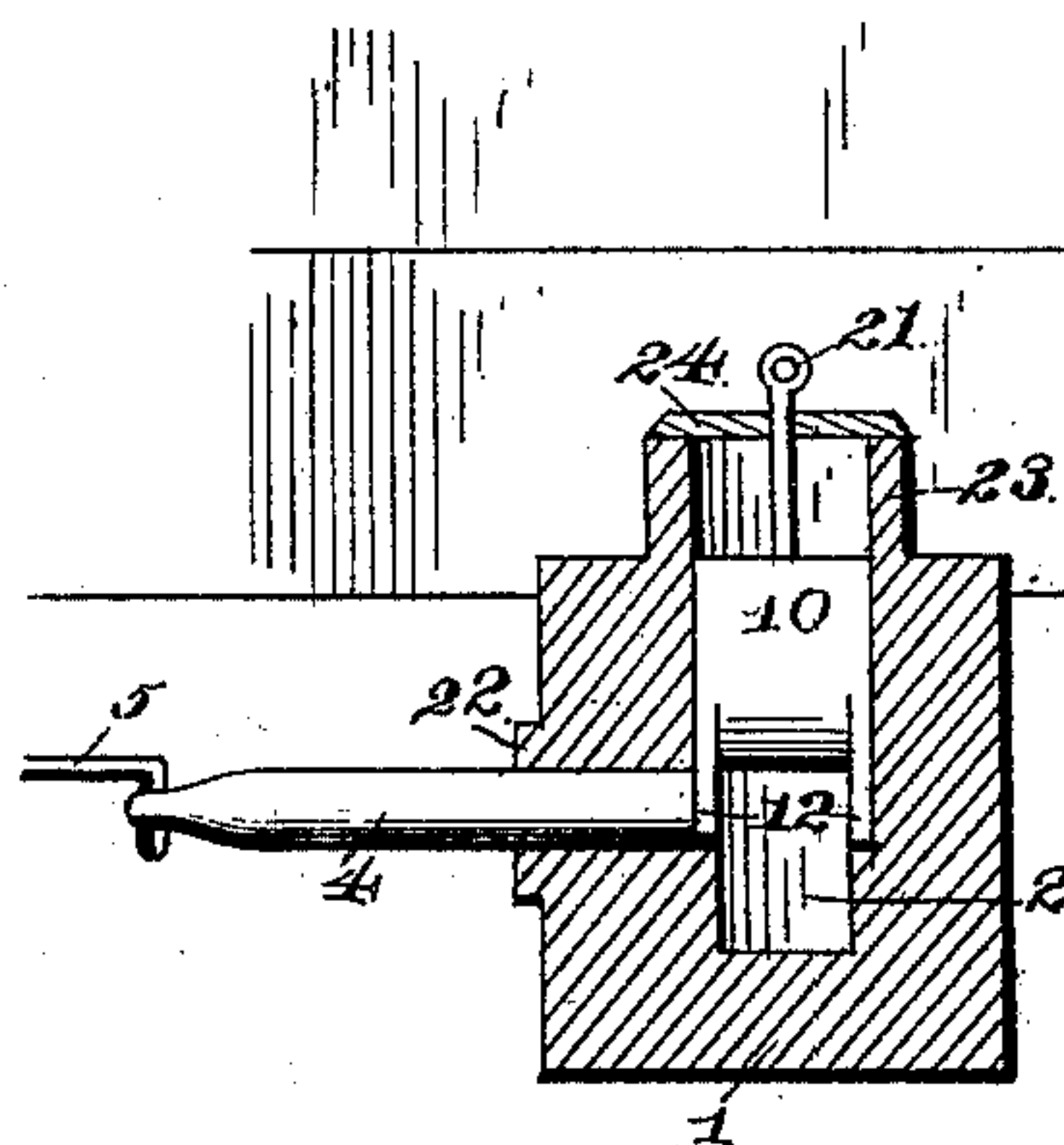
*Fig. 1.*



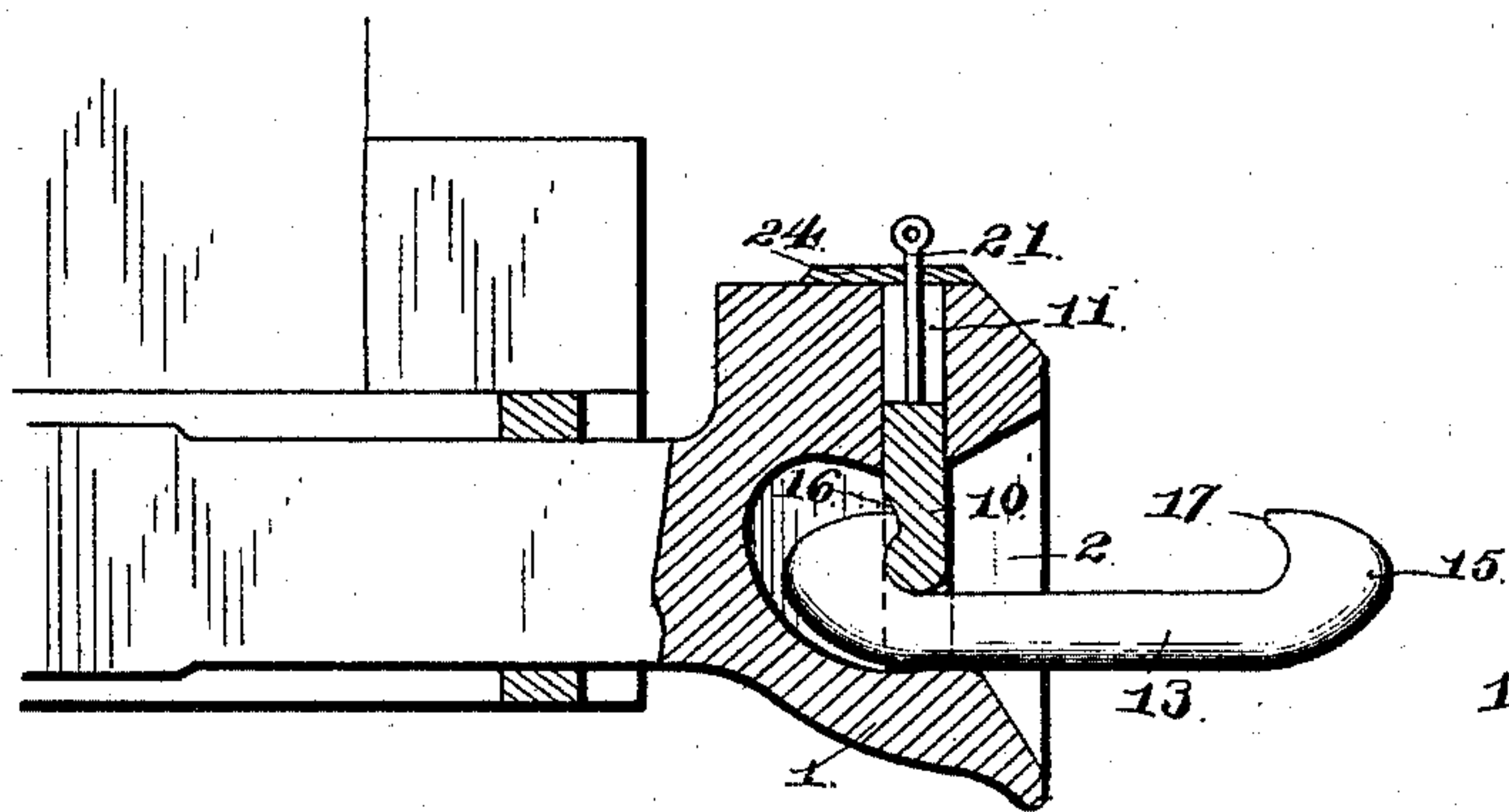
*Fig. 2.*



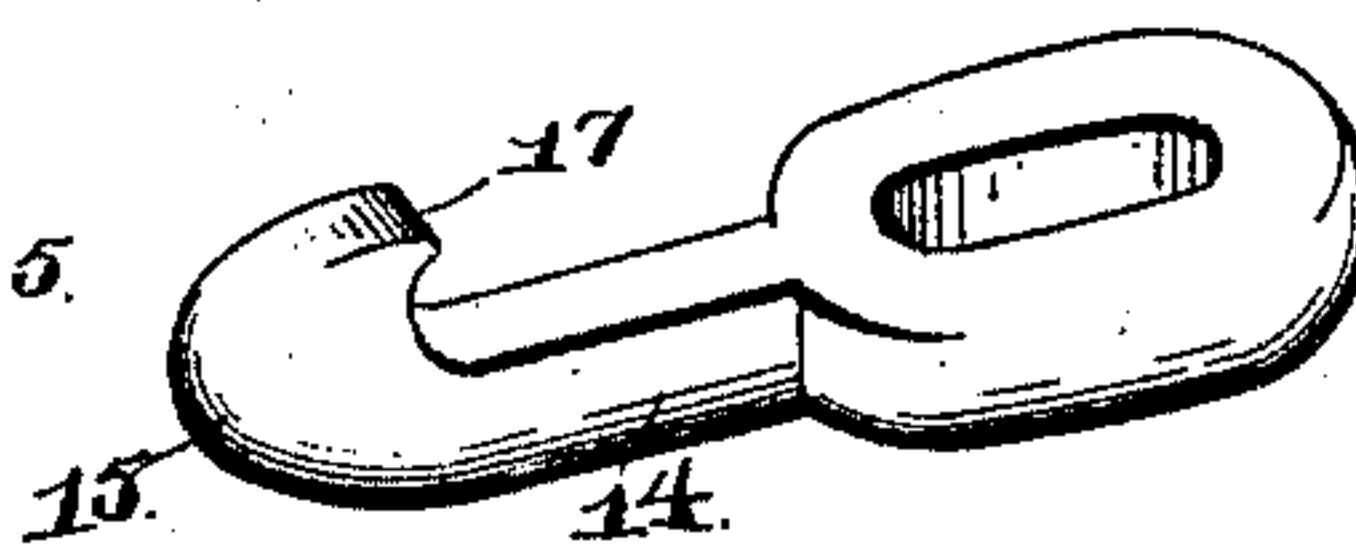
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



Witnesses

*Chas. A. Ford*  
*N. J. Riley*

Inventor

*Daniel D. Green.*

*By* *his* Attorneys,

*C. A. Snow & Co.*



# UNITED STATES PATENT OFFICE.

DANIEL D. GREEN, OF SCOFIELD, UTAH TERRITORY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 495,630, dated April 18, 1893.

Application filed May 18, 1892. Serial No. 433,440. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL D. GREEN, a citizen of the United States, residing at Scofield, in the county of Emery and Territory of Utah, 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 simplify and improve the construction of car couplings, and to enable either an ordinary link or a hook link to be employed, thereby greatly facilitating the coupling of 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 an end elevation of a portion of a car provided with a car coupling constructed in accordance with this invention. Fig. 2 is a vertical longitudinal sectional view. Fig. 3 is a transverse sectional view. Fig. 4 is a longitudinal sectional view, showing a different form of link from that employed in Fig. 2. Fig. 5 is a detail perspective view showing another form of link.

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

1 designates a draw-head provided with a vertical elongated opening 2 adapted for the reception of a link 3 arranged edgewise and secured in the draw-head by a horizontally disposed coupling pin 4 arranged in pin openings in the sides of the draw-head. The outer end of the coupling pin, which is spring actuated, is connected to the inner end of a rod 5, which is arranged in a hanger 6, and which has disposed on it a spring 7 engaging the hanger and a stop 8 of the rod, and adapted to carry the horizontally disposed coupling pin into the draw-head to engage a link 3 which has its outer end 9 beveled. The beveled link is adapted to readily enter draw-heads located at different heights; and the coupling is rendered automatic by a vertically disposed gravity catch 10 which is arranged in a vertical slot 11 of the draw-head, and which is provided with depending portions 12

adapted to be engaged by the coupling pin 4 to hold the latter against the action of the spring, and the said depending portions or lugs 12 are a sufficient distance apart to readily receive a link. The coupling pin is withdrawn against the action of the spring; the gravity catch falls and the lug 12 which is adjacent to the coupling pin closes the pin opening at that side of the draw-head and prevents the coupling pin entering the draw-head. When the cars come together for coupling, the link of the other car enters the draw-head, lifts the gravity catch, thereby releasing the coupling pin and allowing the same to engage the link. The link 3 may be employed or links 13 and 14 may also be used. The hooks 15 of the links 13 and 14 are adapted to be engaged by the gravity catch, and the latter is provided in its rear or inner face with an indentation or cavity 16 to receive the point 17 of the hook, and the lower edge of the gravity catch is rounded to conform to the configuration of the hook. The gravity catch is controlled from either side or top of the car by a rock shaft 18 provided at its end with handles and having a central arm 19 which is connected with the gravity catch by a chain 20 and a pin or stem 21. The draw-head is provided at one side with a laterally extending enlargement 22 arranged adjacent to the pin opening and adapted to support and guide the coupling pin and to hold the same against horizontal shifting. The draw-head is provided at its top with a vertical enlargement or casing 23 arranged around the slot of the draw-head and provided with a removable cap plate 24, which is suitably secured in place.

What I claim is—

1. In a car coupling, the combination of a draw-head provided with a vertically elongated longitudinal opening and having horizontal pin openings in its sides and provided in its top with a vertical slot, a horizontal spring actuated pin, and a gravity catch arranged in the slot and adapted to form a stop for the pin to render the same automatic, substantially as described.

2. In a car coupling, the combination of a draw-head provided with a vertically elongated longitudinal opening, with horizontal

pin openings and with a vertical slot and having a lateral enlargement, a horizontally disposed spring actuated pin arranged in said opening, and a gravity catch located in said  
5 slot and provided with depending lugs and adapted to engage the pin, substantially as described.

3. In a car coupling, the combination of a draw-head, a vertically movable catch mounted  
10 ed in the same, and a transverse pin, where-

by the draw-head is adapted to couple with a true link or hook link, substantially as described.

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

DANIEL D. GREEN.

Witnesses:

THOMAS WM. WILLIAMS,  
LARS JENSEN.