

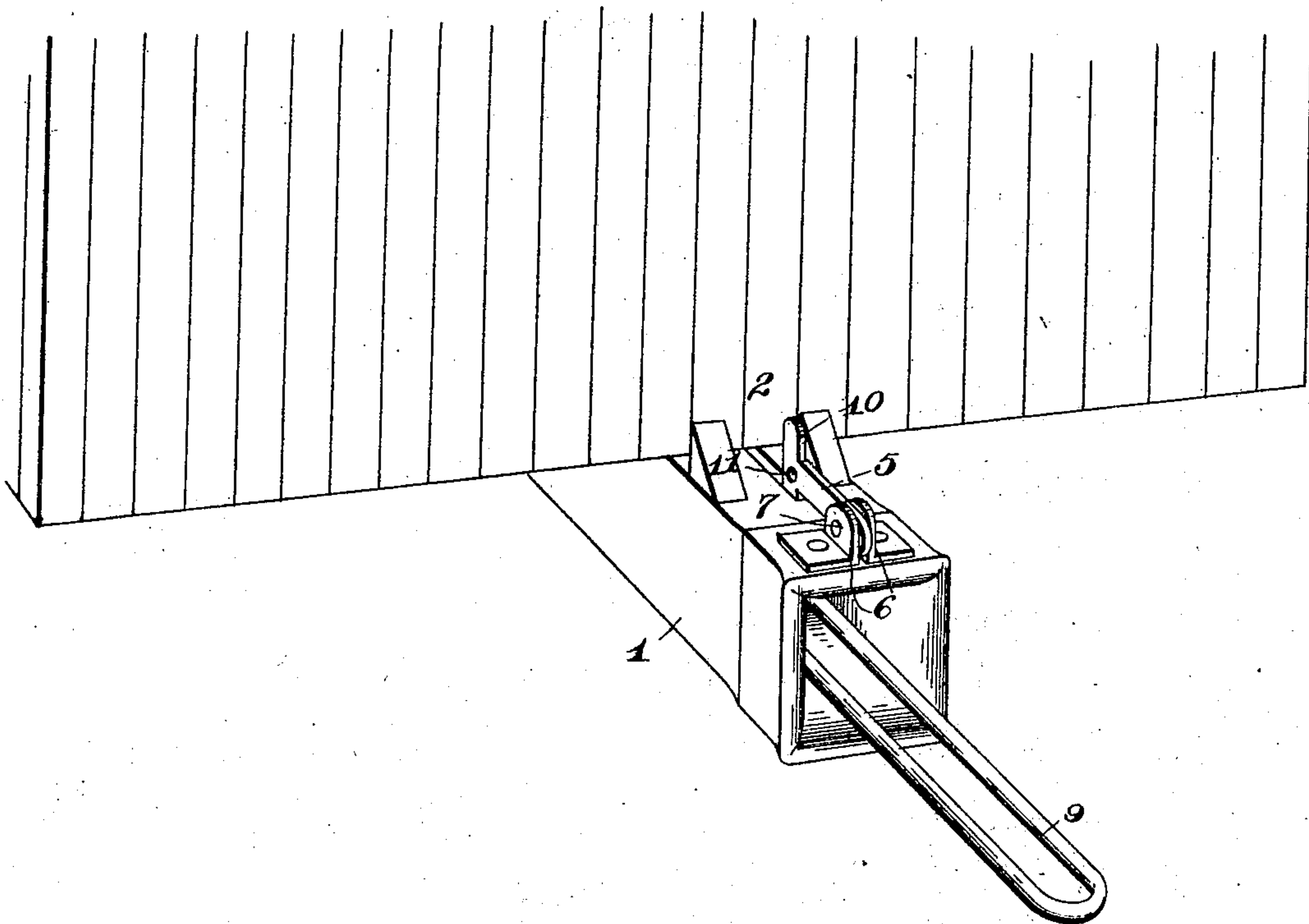
(No Model.)

J. F. DAVIDSON.  
CAR COUPLING.

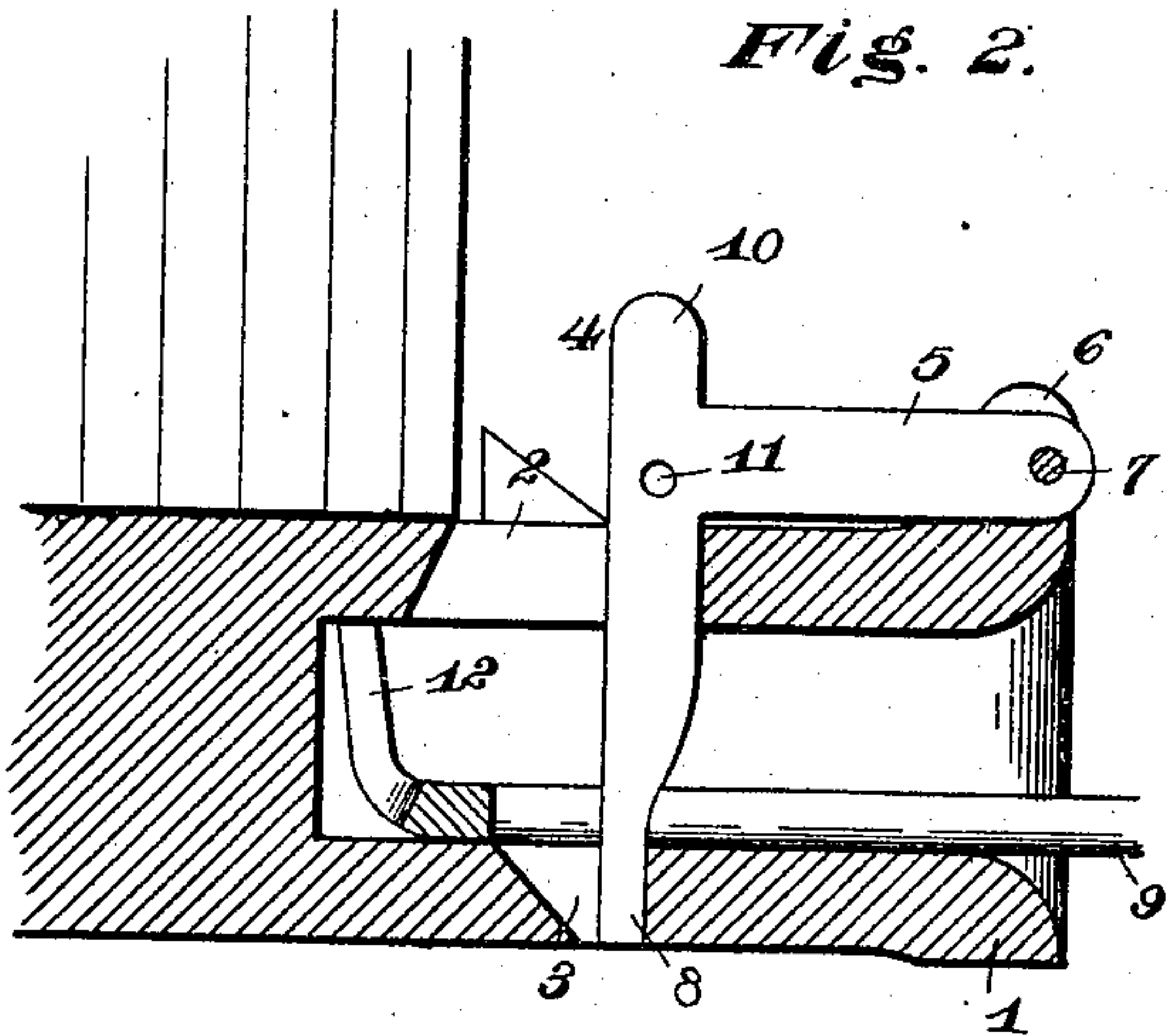
No. 502,068.

Patented July 25, 1893.

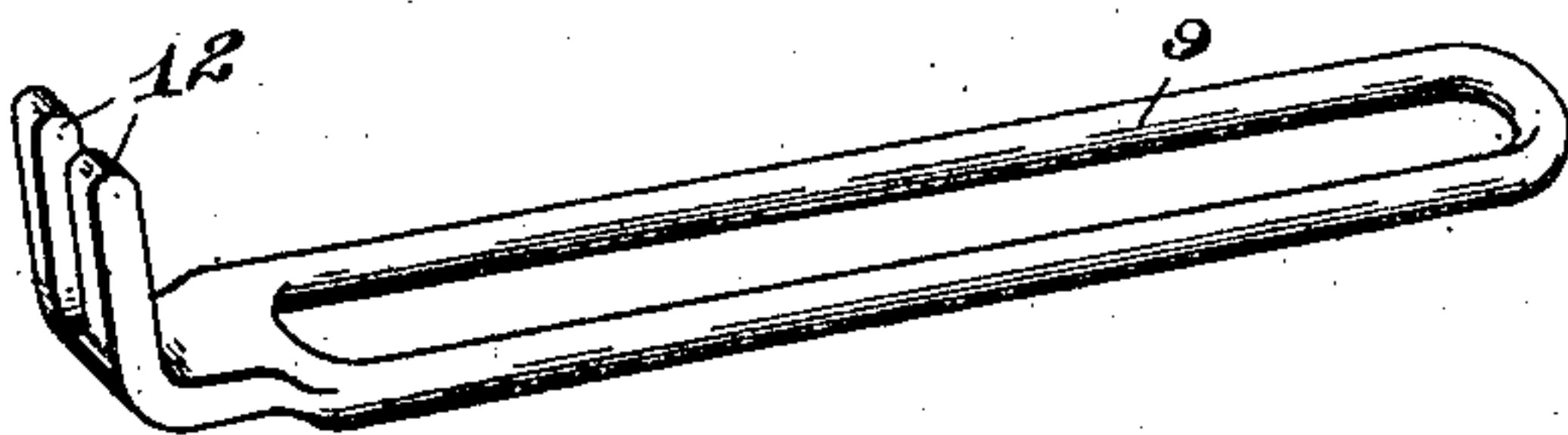
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

*Chas. Ford*  
*H. W. Riley*

Inventor

*John F. Davidson.*

*By his Attorneys,*

*Chas. Snow & Co.*

# UNITED STATES PATENT OFFICE.

JOHN F. DAVIDSON, OF EDGERLY, LOUISIANA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 502,068, dated July 25, 1893.

Application filed March 31, 1893. Serial No. 468,455. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN F. DAVIDSON, a citizen of the United States, residing at Edgerly, in the parish of Calcasieu and State of Louisiana, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

10 The object of the present invention is to improve the construction of car couplings, to provide one which will couple automatically to avoid the necessity of going between cars, and to provide means for holding a link in a  
15 horizontal position to prevent it sagging in order that it will readily enter the mouth of a draw-head.

20 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.

25 In the drawings—Figure 1 is a perspective of a car coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a detail perspective view of the link.

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

1 designates a draw-head having a longitudinal link opening or cavity and provided in its top and bottom with slots 2 and 3, in which operates a downwardly extending arm  
35 of an L-shaped catch 4, which has a horizontal arm 5 arranged above the draw-head and pivoted between ears 6 by a transverse pin 7. The downwardly extending arm 8 is adapted to engage a link 9 in a manner similar to an  
40 ordinary coupling pin, and when the link enters the draw-head in coupling, the downwardly extending arm 8 is moved rearward and upward sufficiently to allow the end of the link to pass it, and after the end of the  
45 link has passed the arm 8 the catch drops and engages the link. The catch is provided at its angle with an extension 10 and has a perforation 11; and any suitable means may be provided to enable the catch to be oper-

ated from the sides and top of a car. One 50 end of the link is provided with outwardly and upwardly extending parallel arms 12 having the space between them to permit them to readily pass the downwardly extending arm 8 of the catch. The arms are of sufficient length 55 to fit snugly within the link cavity of the draw-head and to engage the upper wall thereof to prevent the outer end of the link dropping or sagging, and to enable the link to readily enter the mouth of another draw-head to 60 avoid the necessity of guiding the link by hand.

It will be seen that the car coupling is simple and inexpensive in construction and automatic in operation, and that the link will 65 be held in a horizontal position to enable it to be readily guided into the mouth of a draw-head.

Changes in the form, proportion and the minor details of construction may be resorted 70 to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. In a car coupling, the combination of a 75 draw-head provided in its top and bottom with slots, an L-shaped catch having one arm arranged at the top of the draw-head and hinged thereto and its other arm extending downward into said slots, and a link provided 80 at one end with a pair of upwardly and outwardly extending arms having a space between them and adapted to engage the top wall of the opening of a draw-head to maintain the link against sagging, substantially as 85 described.

2. In a car coupling, a link provided at one end with a pair of upwardly extending arms adapted to engage the top wall of the draw-head and having a space between them, sub- 90 stantially as described.

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

JOHN F. DAVIDSON.

Witnesses:

FRANK ROBERTS,  
S. ARTHUR KNAPP.