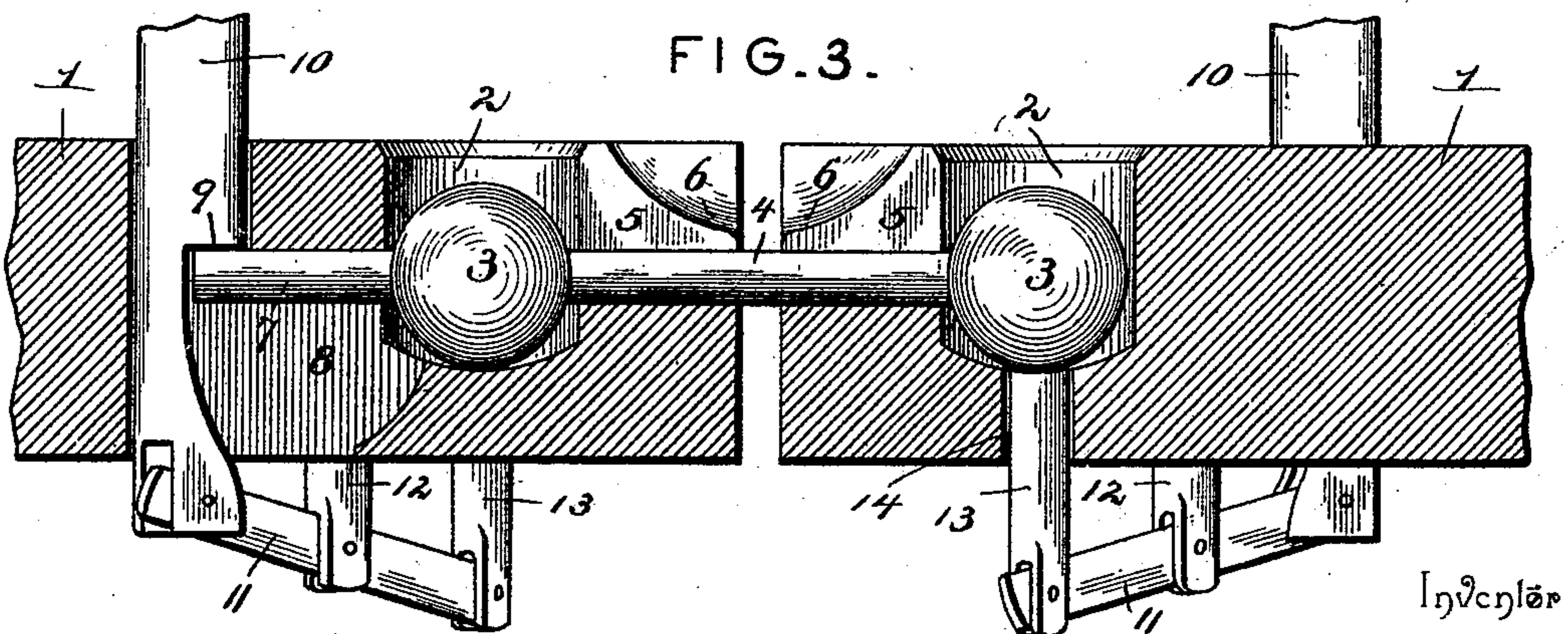
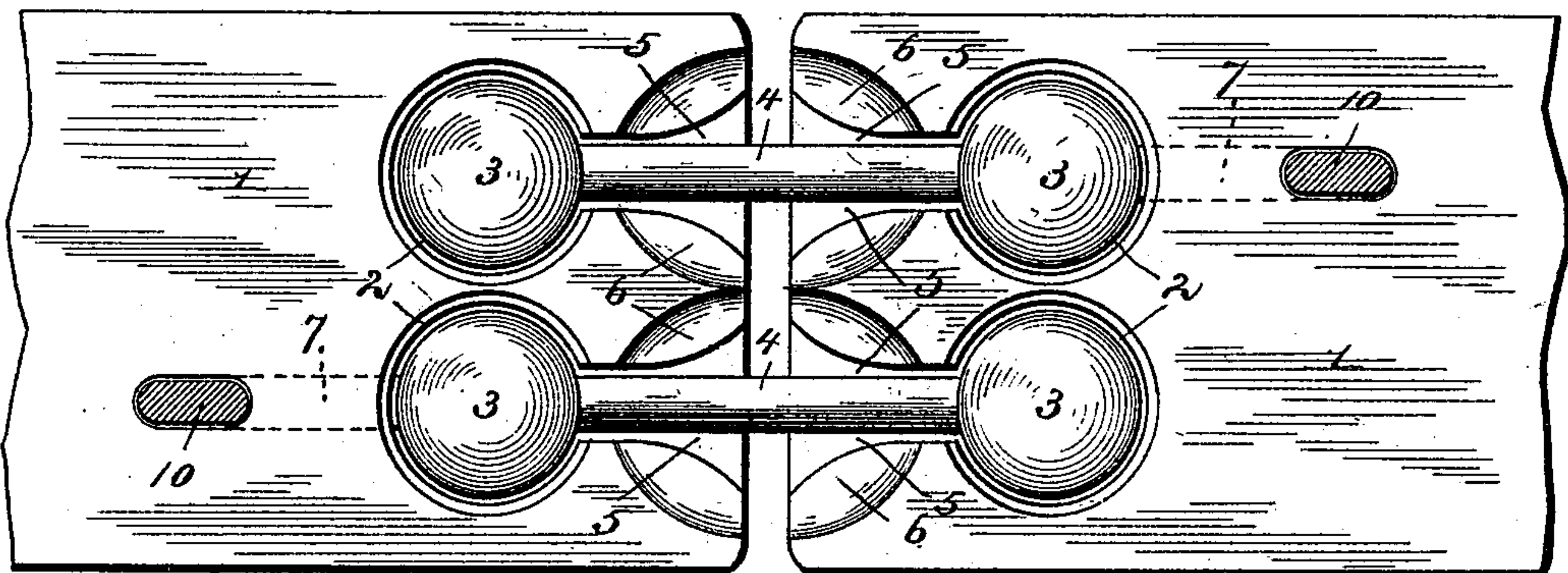
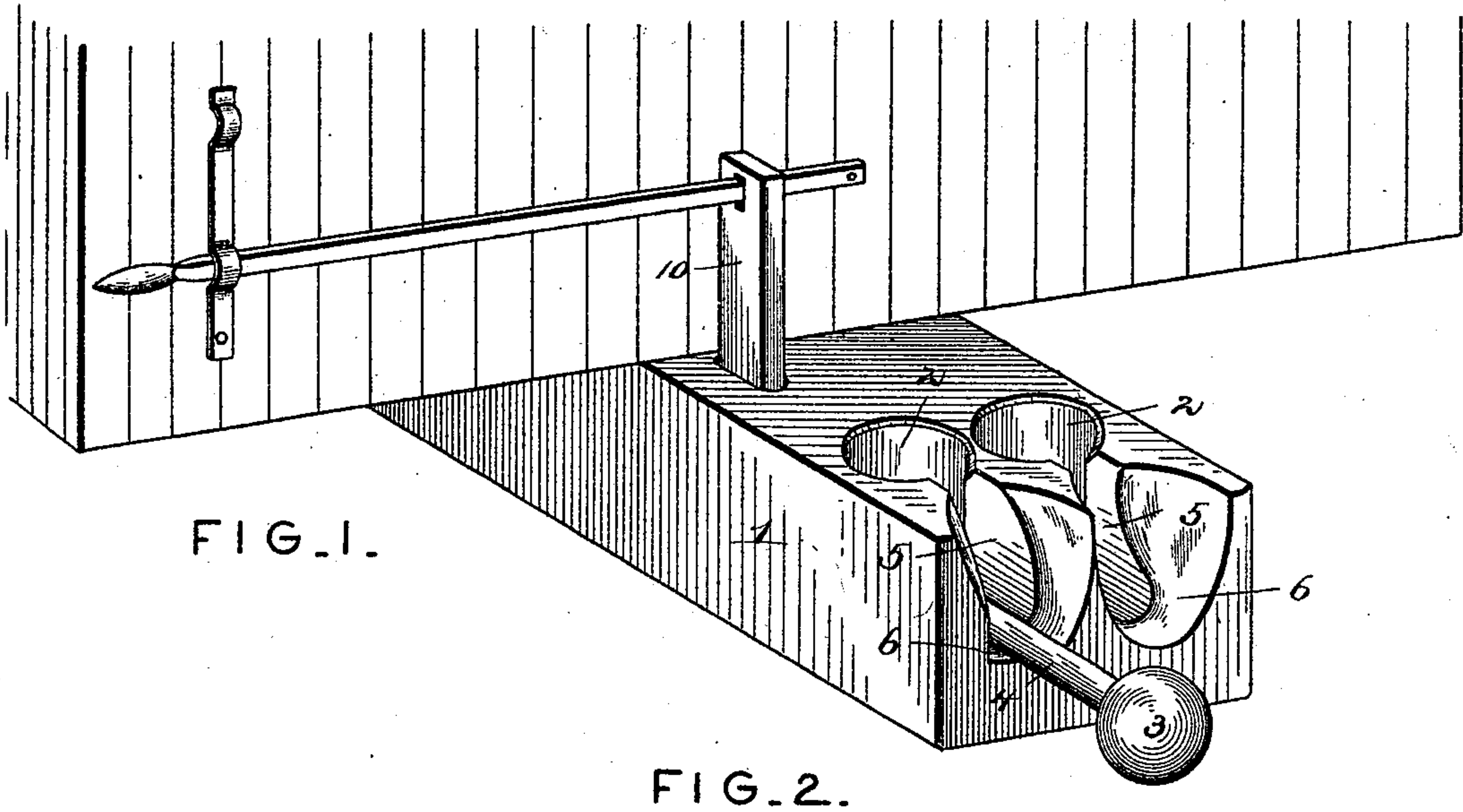


(No Model.)

A. GUDMUNSEN.
CAR COUPLING.

No. 516,304.

Patented Mar. 13, 1894.



Witnesses

Harry L. Amer.
O. D. Boyle.

By His Attorneys.

Abraham Gudmunsen.

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UNITED STATES PATENT OFFICE.

ABRAHAM GUDMUNSEN, OF LEHI CITY, UTAH TERRITORY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 516,304, dated March 13, 1894.

Application filed October 19, 1893. Serial No. 488,618. (No model.)

To all whom it may concern:

Be it known that I, ABRAHAM GUDMUNSEN, a citizen of the United States, residing at Lehi City, in the county of Utah and Utah Territory, 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, and to provide a simple and inexpensive one, which will be automatic in its operation of coupling, and which may be readily uncoupled from the top and sides of a car, and will not necessitate going between cars.

15 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 claim hereto appended.

20 In the drawings—Figure 1 is a perspective view of a car coupling constructed in accordance with this invention. Fig. 2 is a plan view showing two draw-heads coupled. Fig. 25 3 is a longitudinal sectional view of the same.

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

30 1 designates a draw-head, provided with a pair of similar vertically disposed approximately cylindrical cavities 2, adapted to receive spherical heads 3 of a link 4; the sockets 2 have at their outer sides entrance openings 5, which are provided with flaring inclined mouths 6 formed by beveling the draw-head; and the link 4 is adapted to couple automatically, its engaging head being directed into one of the sockets 2 by the flaring mouth 6 thereof. Each draw-head is designed to carry a link 4 and to be engaged by a similar link of another draw-head when coupled; and the link which consists of a round stem and spherical heads 3, is provided at one end 45 with an extension 7 projecting inward and rearward into a recess 8 of the draw-head and adapted to be engaged and depressed by a shoulder 9 of a vertically disposed operating bar 10, whereby the outer head of the

link will be lifted for uncoupling, the inner 50 head, which is adjacent to the extension 7, forming a fulcrum. The operating bar 10 is mounted in the draw-head, and has its lower end connected to the inner end of a horizontally disposed lever 11, which is fulcrumed 55 on a depending support 12 of the draw-head, and which has its outer end pivotally connected to the lower end of a vertically movable lifting bar 13 arranged in an opening 14 of the draw-head. The opening 14 commu- 60 nicates with one of the sockets that receives the engaging head of the link; and the lifting bar 13 is adapted to raise the engaging head of a link out of engagement with the receiving socket. By this construction the 65 operation of uncoupling may be performed from either car, and does not necessitate the operation of the uncoupling mechanism of both cars; the operating bar 10 depresses the extension of one of a pair of links and un- 70 couples that link; and the lifting bar 13 uncouples the other link by raising the engaging head thereof from the socket of the draw-head.

Instead of employing a pair of links one 75 may be used if desired; and the lifting bar can be arranged for performing the operation of uncoupling.

Any suitable means may be provided for raising and lowering the bar 10 from the top 80 or side of a car or both as desired.

It will be seen that the car coupling is simple and comparatively inexpensive in construction, that it is automatic in its operation, and that it does not necessitate going between 85 cars.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this in- 90 vention.

What I claim is—

In a car coupling, the combination of a draw-head provided with a pair of sockets, a link composed of heads and a connecting stem 95 and provided at one end with an extension arranged in the draw-head, a vertically disposed lifting bar mounted on the draw-head

and provided with a shoulder to engage the extension of the link and arranged adjacent to one of the sockets, a lifting bar operating through the bottom of the other socket, and
5 a lever fulcrumed on the draw-head and connected to the operating and lifting bars, 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.

ABRAHAM GUDMUNSEN.

Witnesses:

D. J. THURMAN,

A. J. EVANS.