

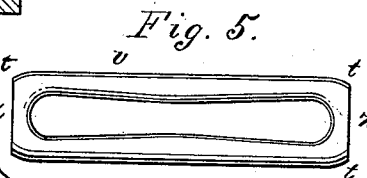
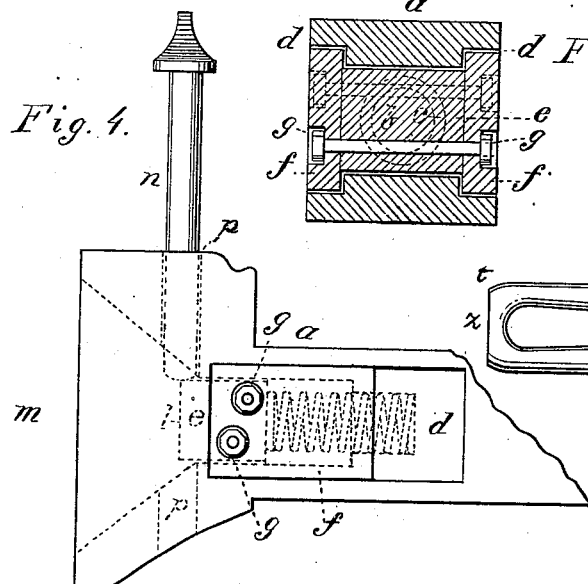
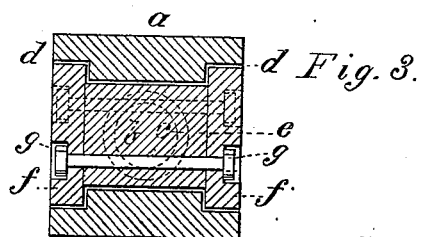
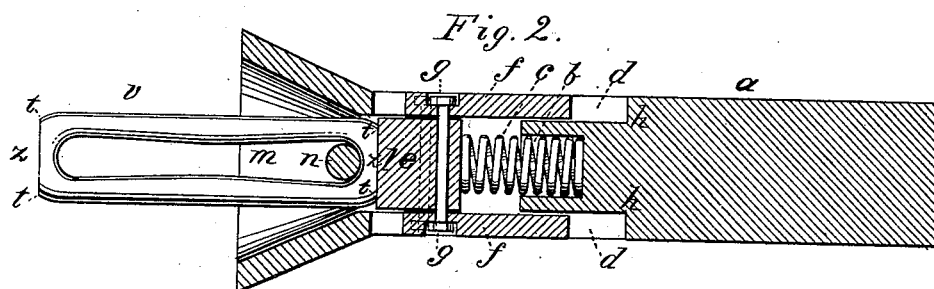
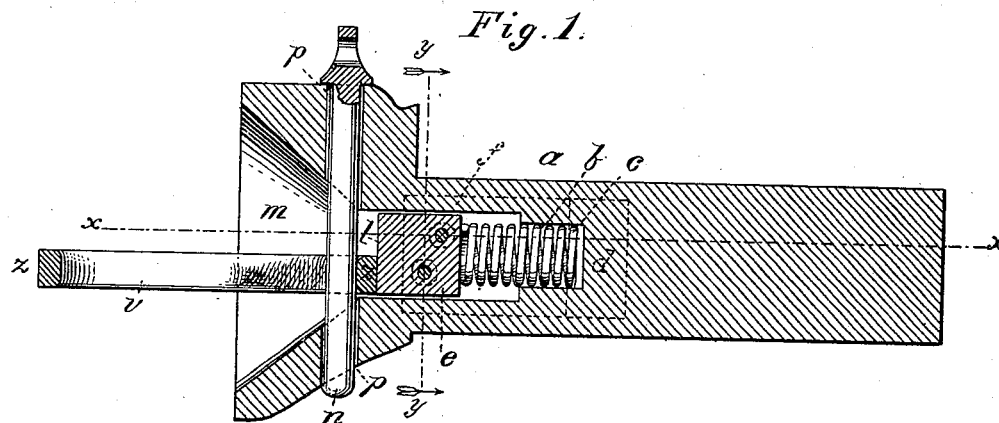
(No Model.)

J. W. SAXON.

CAR COUPLING.

No. 267,312.

Patented Nov. 7, 1882.



WITNESSES

Villette Anderson.  
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# UNITED STATES PATENT OFFICE.

JAMES W. SAXON, OF GAINESVILLE, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,312, dated November 7, 1882.

Application filed October 5, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES W. SAXON, a citizen of the United States, resident of Gainesville, in the county of Cooke and State of Texas, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of this invention in a vertical section. Fig. 2 is a horizontal section. Fig. 3 is a cross-section. Fig. 4 is a side view of the front part of the draw-head, and shows in dotted lines the coupling-pin set for the reception of the link. Fig. 5 is a detail showing the plan view of the link.

This invention has relation to means for coupling cars; and it consists in the construction and novel arrangement of the devices hereinafter described, and particularly pointed out in the claim appended.

In the accompanying drawing, the letter *a* designates a cast-iron draw-head, having a recess, *b*, in rear for the reception of a spring, *c*, and forward of said recess longitudinal slots *d* in the side walls, forming ways for a slide.

The slide *e* consists of a central body and lateral guide plates or flanges, *f*. Usually these guides consist of separate plates, which are bolted to the body *e*, the heads and nuts of the bolts being seated in recesses *g* in the plates, so that they are flush with the outside surfaces thereof. The ways *d* of the draw-head are rabbeted, as indicated at *h*, to receive the edges of the plates *f*, so that the exterior surfaces of the latter are flush with the lateral surfaces of the draw-head. By removing the plates *f* and body *e* access is had to the spring *c* for repairing, blocking up, or other purpose. The front *l* of the slide *e* is plane and vertical, and fills the throat of the draw-head back of the flaring mouth *m*. Through the upper and lower walls of the latter are formed the perforations *p*, through which passes the coupling-pin *n*. The rear walls of these perfora-

tions *p* at their inner ends extend to the line of junction between the flaring mouth and the throat of the draw-head, and the front of the slide, when the pin is raised, projects a little from the throat under the upper perforation, forming a ledge on which the lower end of the pin rests when set for coupling.

The coupling-link *v* is made with a transverse plane bearing-surface, *z*, at each end, said bearing-surface being normal to the direction of the length of the link, and sufficiently broad in comparison with its distance from the inside wall of the link at the end to prevent the corners *t* from getting in rear of the pin in any oblique position. The effect of this construction is as follows: When the link is thrust into the draw-head and is secured therein by the pin *n*, it will be held out at right angles to the face of the draw-head in proper position to enter the mouth of the draw-head of an approaching car; and if the link should casually be moved into an oblique position, it will, if the flare of the draw-head corresponds with the size of the link and its bearing-face, return automatically to its direct or set position. The flare of the mouth of the draw-head should therefore not be made too great, the object being that its wall shall form a stop to prevent the link from taking a position of such obliquity that it cannot right itself; and yet the flare of the mouth must be sufficient to readily receive the end of a link.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The car-coupling described, having bell-mouthed draw-head *a*, pin *n*, plane-faced link *v*, spring *c*, and slide *e*, having transverse plane face laterally secured in the draw-head by means of side guide-plates, *f*, inlet into rabbets *h* of the ways *d*, substantially as shown and described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JAMES W. SAXON.

Witnesses:

JAMES J. SHEEHY,  
THEO. MUNGEN.