

(No Model.)

J. W. DAVIS.
CAR COUPLING.

No. 304,412.

Patented Sept. 2, 1884.

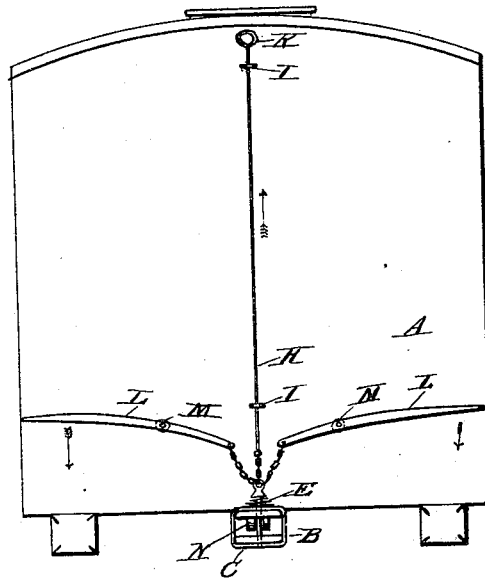


Fig. 1.

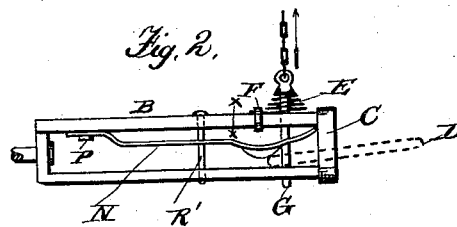


Fig. 2.

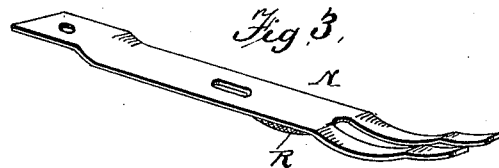


Fig. 3.

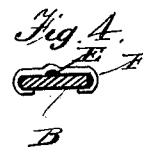


Fig. 4.

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UNITED STATES PATENT OFFICE.

JESSE WISMAN DAVIS, OF COVINGTON, TENNESSEE, ASSIGNOR OF ONE-HALF TO MEAD H. JACKSON, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,412, dated September 2, 1884.

Application filed April 8, 1884. (No model.)

To all whom it may concern:

Be it known that I, JESSE W. DAVIS, a citizen of the United States, residing at Covington, in the county of Tipton and State of Tennessee, have invented certain new and useful Improvements in Coupling and Uncoupling Railroad-Cars, of which the following is a description.

This invention relates to certain improvements in car-couplers; and it has for its objects to provide for coupling the cars when two come together, and for uncoupling the same from the top or either side of the cars, thus avoiding the necessity of a person entering between the cars for the purpose of coupling or uncoupling, and the danger consequent thereon. These objects I attain by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a view of the end of a car having my invention applied thereto. Fig. 2 represents a side elevation of a draw-head, showing my invention; and Fig. 3 represents a detached view of a bifurcated spring employed in connection with the draw-head to hold the coupling-pin up while the cars are being coupled. Fig. 4 is a transverse section on the line *x x* of Fig. 3, showing the clamp for holding the spiral spring in position.

The letter A indicates the car, which in the present instance is represented as an ordinary box-car.

B indicates the draw-head, which consists of two parallel bars connected at their rear ends, and having an open connection, C, at their forward ends, through which the link D passes. To the top of the upper bar is secured a spiral spring, E, by means of a clamp, F, which embraces the said upper bar at the sides, as shown. The coupling-pin G passes down through this spring, the upper end of said spring being secured to the coupling-pin, so as to hold it normally downward and in position to be raised by the rod H or levers L, in order to couple the cars when required. To the upper end of the coupling-pin is secured the lower end of a rod or chain, H, which passes through guide-brackets I, secured to the car, and terminates in a ring, K, near the top of the car. The said rod or

chain enables the coupling-pin to be manipulated for coupling or uncoupling the car from the top of the same.

L indicates two levers fulcrumed at M to the car. The adjacent ends of these levers are attached to the pin or to the rod or chain H by means of rings or links, as shown, and serve to permit the pin to be operated from either side to couple or uncouple the cars. Between the beams of the draw-head is located a flat spring, N, which is secured to the upper beam by means of a bolt, P, near its rear. The said spring extends to the front of the draw-head, and is bifurcated at its forward end to permit the coupling-pin to pass through it. The spring is also bent or curved near its forward end, the convex side setting downward, so as to hold the link in a properly elevated position to insure coupling when the cars come together. The curve should be just behind the coupling-pin, and the springs at the sides adjacent the curve are provided with downwardly-bent lugs R, which prevent too great side-play of the link. R' is a pin passing through the draw-head and through an opening in the spring N, by which the backward movement of the link in the draw-head is prevented.

The operation of my invention will be readily understood in connection with the above description without further explanation.

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

1. The combination, with the draw-head, of the flat spring secured between the beams of the head, the said spring being bifurcated at its forward end for the passage of the pin, and bent near said end to hold the link in position for coupling, substantially as specified.

2. The combination, with the draw-head, of the spiral spring, the coupling-pin, and the bent and bifurcated spring having lugs at the sides for holding the link up and preventing side-play of the same, substantially as specified.

JESSE WISMAN DAVIS.

Witnesses:

BENJAMIN FRANKLING LOCKE,
JINKINS DAVIS WILSON.