

(No Model.)

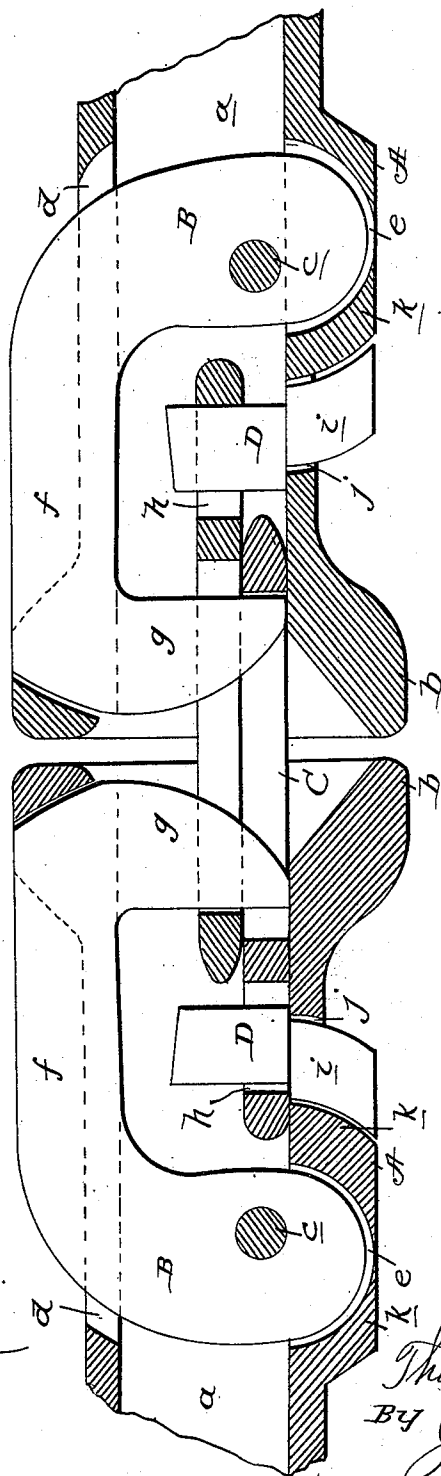
2 Sheets—Sheet 1.

T. GASKINS.
CAR COUPLING.

No. 507,799.

Patented Oct. 31, 1893.

Fig. 1.



Witnesses:

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H. F. Matthews.

Inventor

Thomas Gaskins
By *James J. Shueby*

Attorney

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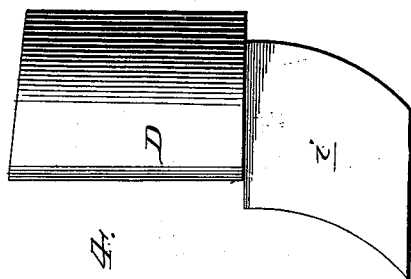


Fig. 4.

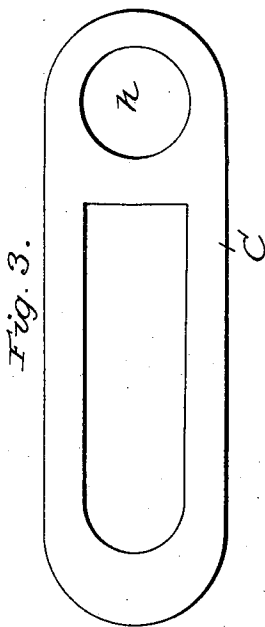


Fig. 3.

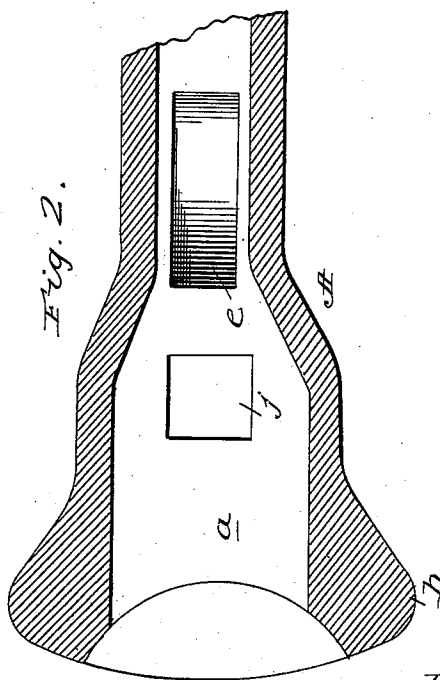


Fig. 2.

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UNITED STATES PATENT OFFICE.

THOMAS GASKINS, OF ARCADIA, FLORIDA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 507,799, dated October 31, 1893.

Application filed February 16, 1893. Serial No. 462,663. (No model.)

To all whom it may concern:

Be it known that I, THOMAS GASKINS, a citizen of the United States, residing at Arcadia, in the county of De Soto and State of Florida, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in that class of automatic car couplings in which a hook and link are employed in conjunction to effect the coupling; and it has for its general object to provide such a coupling of a cheap and simple construction, and one which is reliable in operation and which is capable of withstanding the great strain to which couplings are ordinarily subjected.

Another object of the invention is to provide a coupling embodying such a construction that anyone of the parts subjected to strain, may be readily removed when worn or broken and a new part placed and secured in position without disturbing the other parts.

Other objects and advantages will be understood from the following description and claims when taken in connection with the accompanying drawings, in which—

Figure 1, is a vertical, longitudinal section, of my improved coupling with the draw-heads connected together. Fig. 2, is a horizontal section of one of the draw heads with parts removed. Fig. 3, is a detail plan view of one of the links, and Fig. 4, is an elevation of one of the link-lugs removed.

Referring by letter to said drawings: A, indicates the draw heads of my improved coupling, which are respectively provided with a longitudinal bore as *a*, and a lip as *b*; and B, indicates the hooks carried by the draw heads, which hooks are mounted adjacent to their rear ends upon transverse pivot bolts as *c*, and are designed to play in the slots *d*, and *e*, provided in the top and bottom walls of the draw head as illustrated. The hooks B, are preferably of the general configuration illustrated and they comprise a body *f*, which extends longitudinally of the draw head, and

a head *g*, which is disposed at right angles to the body and has its forward side beveled or curved as shown so as to enable the link to more readily lift and pass it.

C, indicates the links of which there is one employed in conjunction with each draw-head. These links are of the ordinary form in outline, and they are provided at their inner ends which are made solid as shown, with apertures *h*, which are designed to receive the lugs D, through the medium of which the links are connected to their respective draw heads. The lugs D, are of a circular form in cross-section, so as to permit the links to swing laterally, and they are connected to the draw-heads, through the medium of their integral depending portions *i*, which take loosely through apertures *j*, formed in the bottom walls of the draw heads as shown.

As better illustrated in Fig. 1, of the drawings, the depending portions *i*, of the lugs D, are of a concavo-convex form, and they are designed to engage the forward convex edge of the rear depending portions *k*, of the draw heads, when the links pull upon the lugs D, so as to prevent said lugs from leaving their seats.

By the construction just described, it will be seen that the lugs D, are permitted to move when pulled upon, and it will also be seen that the great strain to which the lugs are ordinarily subjected is placed upon their depending portions *i*, which by reason of their peculiar form and the fact that they engage the depending portions *k* of the draw heads, are capable of withstanding it.

In the practical operation of my invention it will be seen that when two cars come together, the links C, will ride past each other by reason of their forward ends being beveled, and will engage, raise and pass the hooks B, which will fall and effect the coupling.

The uncoupling of the cars may be effected by hand, but I prefer for the sake of safety to employ upon each car a hook-lifting mechanism comprising a transverse, rock-shaft having cranks at its ends and an arm at an intermediate point of its length, and a chain connecting said arm and the hook. Through

the medium of this mechanism the cars may be readily uncoupled by a person standing at the side of a car.

It will be noted from the foregoing description that I have provided a car coupling which is at once cheap, simple and efficient in operation; and it will also be noted that the parts subjected to strain are so arranged, combined and connected to the draw heads that they may be readily removed when desired and new parts placed in position which is an important desideratum.

I have specifically described the construction and relative arrangement of the several elements of my improved coupling in order to impart a full understanding of the same, but I do not wish to be understood as confining myself to such specific construction as such changes may be made, in practice, as fairly fall within the scope of my invention.

Having described my invention, what I claim is—

1. In a car coupling, substantially as specified, the combination of a draw head, a hook pivoted in the draw head, and comprising a body and a head disposed at right angles to the body and having its forward side beveled, a lug connected to the bottom wall of the

draw head and a link having an eye to receive said lug and also having its forward end beveled, substantially as specified. 30

2. In a car coupling, the combination of a draw head; a link engaging hook pivoted in the draw head, a link, and a lug for connecting the link to the draw head; the said lug being provided with a depending portion loosely mounted in the draw head and having a concave surface adapted to engage a convex surface on the draw head, substantially as and for the purpose set forth. 35 40

3. In a car coupling, the combination with a draw head, having an aperture in its bottom wall, and also having a convex engaging surface *k*, of a link and a lug for connecting the link to the draw head; the said lug having a depending portion adapted to take loosely through the aperture of the draw head and provided with a concave surface adapted to engage the convex surface *k*, of the draw head, substantially as specified. 45 50

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS GASKINS.

Witnesses:

HENRY L. TIMMERMAN,
DANIEL T. CARLTON.