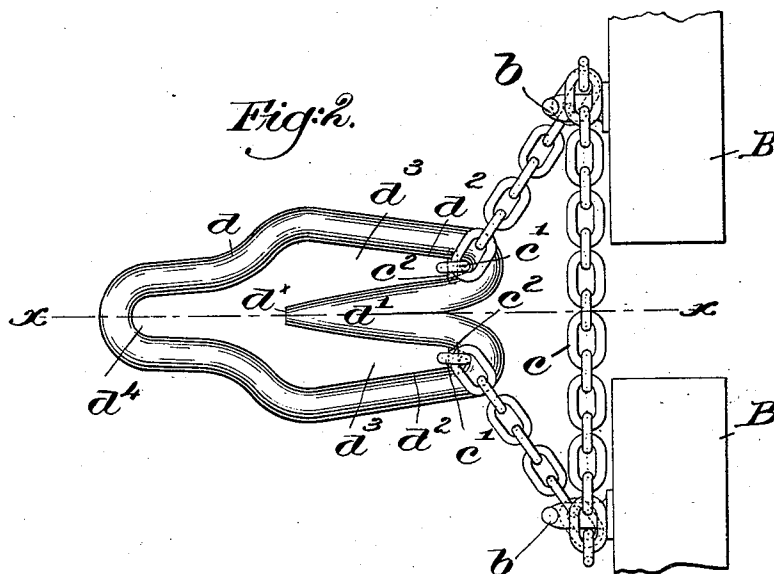
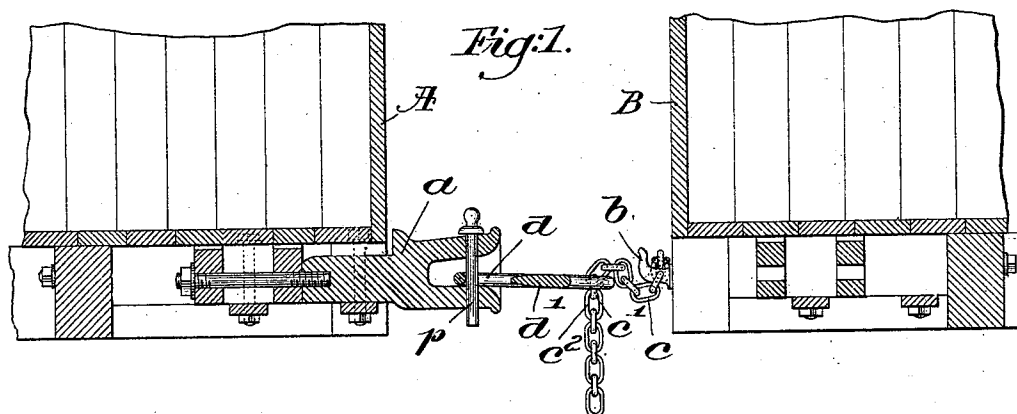


(No Model.)

W. H. CASEY.
COUPLING LINK.

No. 529,896.

Patented Nov. 27, 1894.



Witnesses.

Ad. Harmon
Thomas J. Drummond

Inventor:

William H. Casey
by Crosby Gray & Co. Attys.

UNITED STATES PATENT OFFICE.

WILLIAM H. CASEY, OF BOSTON, MASSACHUSETTS.

COUPLING-LINK.

SPECIFICATION forming part of Letters Patent No. 529,896, dated November 27, 1894.

Application filed May 22, 1894. Serial No. 512,086. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. CASEY, of Boston, county of Suffolk, State of Massachusetts, have invented an Improvement in Coupling-Links, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention relates to coupling links, and more particularly to that class of cases wherein it is necessary to couple two cars together, one or both of which may have been so disabled that it is impossible to use the ordinary coupling appliances originally provided.

It is not unusual for the draw head of a car to be broken off or so injured as to render it useless in coupling to another car, and in such cases the cars are generally connected by chains secured to any convenient part of the disabled car and attached to the draw head of the other car. This mode of connection is objectionable, for it is difficult to connect the chain securely to a coupler, and it is practically impossible to draw the chain sufficiently taut to keep the cars near enough together. I have produced, as will be hereinafter described, a coupling link for use in such cases, adapted to be held in place in a draw head by an ordinary coupling pin, and constructed to receive and hold the free end of a chain secured to the other car, so that all slack may be taken up and held, or the link may be connected in similar manner by chains to each of two disabled cars to couple them together.

In accordance therewith my invention consists in a coupling link formed of substantially round metal, having an inturned tongue at one end tapering from base to tip, and located between the side walls of the link, to form therewith two slots converging toward the end of the link adjacent the base of the tongue, to receive and grip the free ends of a chain when passed therethrough and drawn toward the narrow end of the slot, the other end of the link being elongated and narrowed to enter a draw-head and be held therein by a coupling pin, substantially as will be described.

Other features of my invention will be here-

inafter described and particularly pointed out in the claim.

Figure 1 represents in vertical section, taken on the line $x-x$, Fig. 2, a sufficient portion of the ends of two cars to be understood, with my invention applied thereto, and Fig. 2, in plan view, and on a larger scale, shows my improved link, with the free ends of a chain engaged thereby.

Referring to Fig. 1, I have shown the car body A as provided with a draw head a of the well known link and pin type, although the particular form of draw head is of no importance so far as my invention is concerned. It is desired to couple the car A to a car B, the draw head of which has been broken or altogether removed, as shown. A coupling link d , see Figs. 1 and 2, embodying my invention, is inserted in the draw head a and held therein by a pin p . The coupling link d is provided with an inturned tongue d' , having its sides divergent from the tip d^x to the base thereof, forming with the adjacent side portions d^2 of the link substantially >-shaped or converging slots d^3 , the apices of the slots being at the end of the link. The other end of the link is elongated and decreased in width sufficiently to enter the draw-head, and it may be rounded, as at d^4 , Fig. 2, to receive and be held in place by a coupling pin of usual construction.

A chain c is secured to some portion of the disabled car B, as for instance, to hooks b , see Figs. 1 and 2, with which cars are often provided, and the loose ends of the chain are passed through the link d at the wide portions of the converging slots d^3 , the slack of the chain being taken up as the ends are drawn down one end through each of the said slots.

When sufficiently taut the chain is drawn into the narrow end of the slot, the side walls thereof holding a link of the chain upright, as at c' , Fig. 2, the adjacent link, as c^2 , below the link bearing against the under side of the link, so that the chain is gripped and held against withdrawal when a strain is put upon it.

In Fig. 1 the chain is shown as in condition to be moved through the slot, preparatory to being gripped or held.

To disconnect the chain from the link it is drawn out into the wide part of the slot, and thereby immediately released.

To facilitate the passage of the chain through the link and to more securely grip it in the narrow end of the slot, the link is made of substantially round metal, as shown, or the side walls of the slot are rounded.

I claim—

10 A coupling link formed of substantially round metal, having an inturned tongue at one end tapering from base to tip, and located between the side walls of the link, to form therewith two slots converging toward

the end of the link adjacent the base of the tongue, to receive and grip the free ends of a chain when passed therethrough and drawn toward the narrow end of the slot, the other end of the link being elongated and narrowed to enter a draw-head and be held therein by a coupling pin, substantially as described. 15 20

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM H. CASEY.

Witnesses:

FREDERICK L. EMERY,
JOHN C. EDWARDS.