

(No Model.)

J. I. DAVIS.

CAR COUPLING.

No. 261,835.

Patented Aug. 1, 1882.

FIG. 1

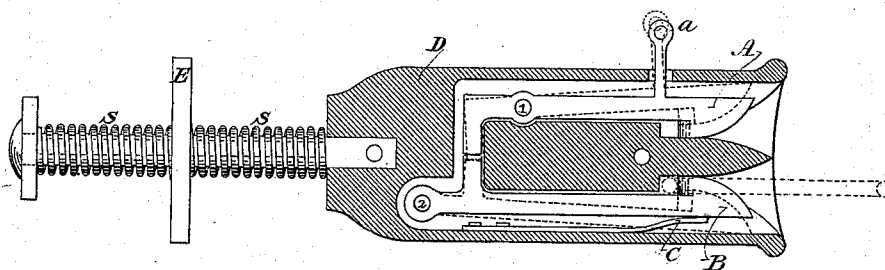
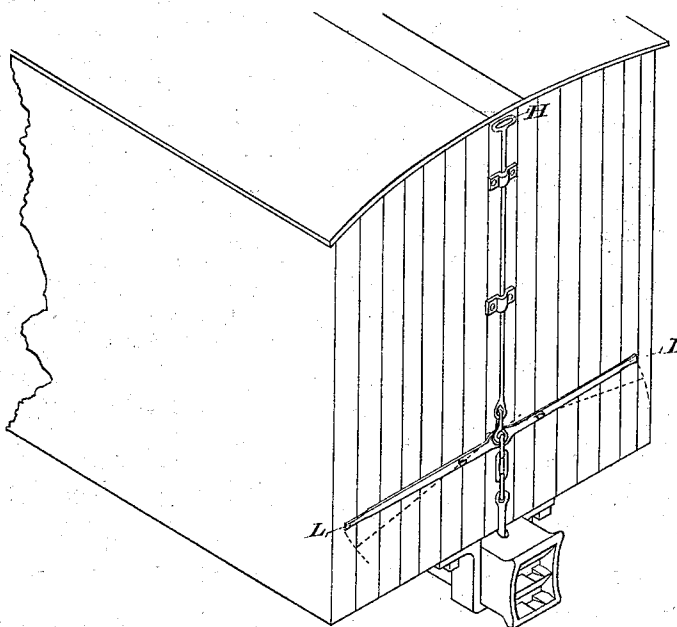


FIG. 2



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN I. DAVIS, OF JEFFERSONVILLE, INDIANA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,835, dated August 1, 1882.

Application filed May 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN I. DAVIS, of Jeffersonville, Clark county, Indiana, have invented a new and useful Improvement in Car-Couplers, of which the following is a description, reference being had to the accompanying drawings.

Figure 1 is a longitudinal section of so much of my device as includes the draw-head, showing the interior arrangement of the latched levers with the actuating-spring below. It also shows the bumper-spring and rod, with plate E for attachment to the car. Fig. 2 illustrates two methods of unlocking my device, either from the top of the car by a handle, H, or from either side of the car by a lever, L.

The construction and arrangement of my device are as follows: The draw-head D is made in two parts held together by bolts. The half shown in Fig. 1 is recessed to admit the levers A and B, which move upon pivots 1 and 2, and the upper one, A, has a handle, a, by means of which it may be lifted to unlock the coupler. These levers fit in flush with the surface of the plate D, in which they are embedded. The spring C is fastened under the lower lever to the draw-head, as shown. These levers have projections or angle-arms at the rear, which nearly abut against each other, so that when one lever rises or falls it acts upon the other at the end of the arm and moves it in an opposite direction. These levers have hooks upon the forward end, each hook operating in a separate recess in the draw-head. The movement of the hooked levers is indicated by the dotted lines, Fig. 1.

The device is automatic in locking, and the two openings or recesses in the end of the draw-head admit of the coupling of cars whose draw-heads are not upon a level with each other. Draw-heads with two openings have been used before for this purpose; but I am

not aware that they have been used as I describe them in connection with the double-hooked levers A and B.

The springs S are coiled upon a rod attached to the draw-head to receive the force of the shock. The plate E is rigidly attached to the frame-work underneath the car in any suitable manner.

Fig. 2 shows how my device may be unlocked from the top or either side of the car by the brakeman.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-coupler, the hooked lever A, pivoted as shown, with angle-arm at the rear end, in combination with the lever B and spring C, the whole inclosed in a draw-head made in two parts, and having double openings at the end and secured together, substantially as and for the purpose described.

2. In a car-coupler having an upper and lower recess in the forward end of the draw-head to admit coupling-links, the combination of hooked levers interacting upon each other by projections at the rear end at right angles to the levers, a spring secured on the inner side of the draw-head for actuating the same, with means for operating the same from the sides or top of the car, substantially as described.

3. In a car-coupler, the combination of the divided draw-head having upper and lower recesses to receive links, the interacting levers A and B, pivoted as shown, the spring C, and handle a, substantially as described.

In witness whereof I have hereunto set my hand this 26th day of April, 1882.

JOHN I. DAVIS.

Witnesses:

C. P. JACOBS,

W. J. H. ROBINSON.