

(No Model.)

F. A. GAUDET.  
CAR COUPLING.

No. 501,416.

Patented July 11, 1893.

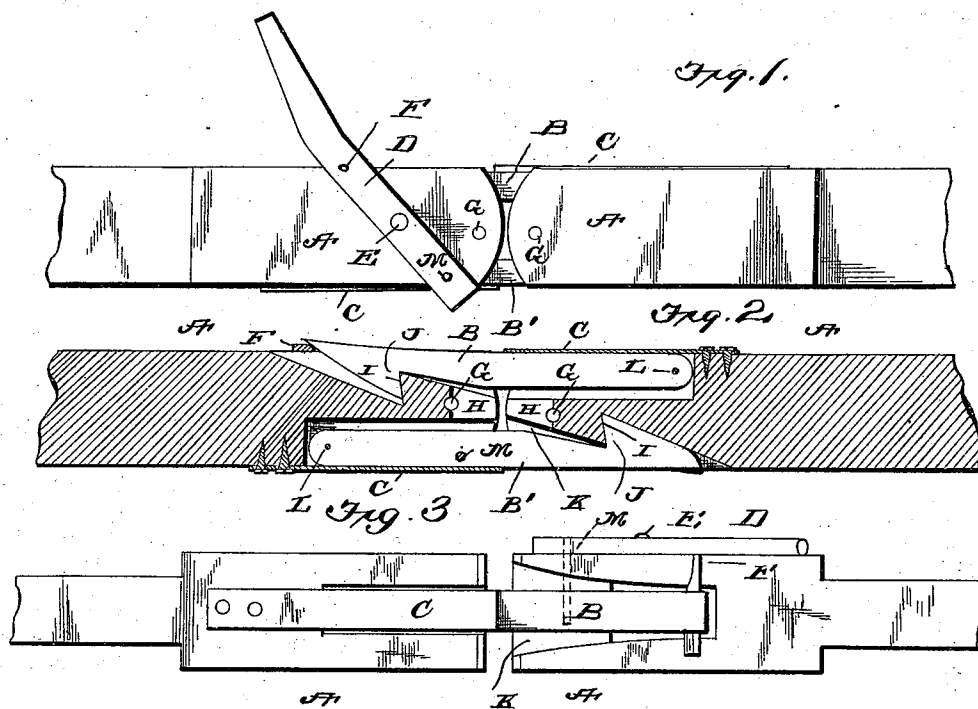
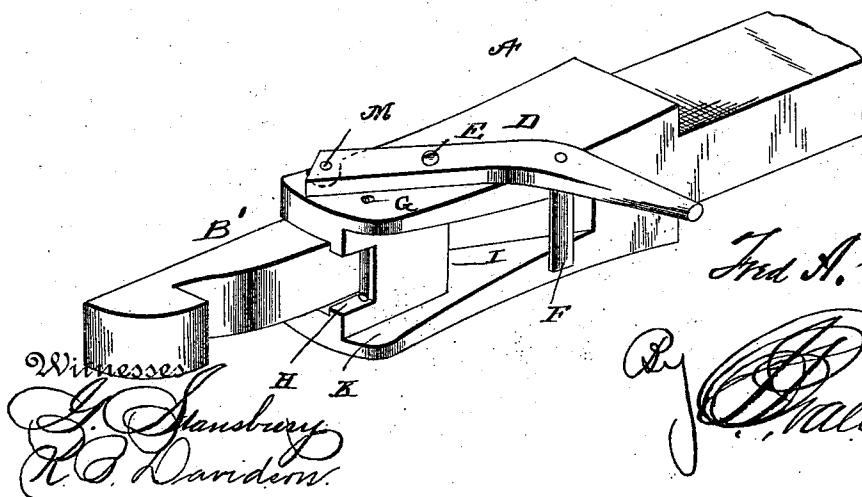


Fig. 4.



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Inventor

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# UNITED STATES PATENT OFFICE.

FRED A. GAUDET, OF EAST LONGMEADOW, MASSACHUSETTS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 501,416, dated July 11, 1893.

Application filed March 27, 1893. Serial No. 467,910. (No model.)

*To all whom it may concern:*

Be it known that I, FRED A. GAUDET, a citizen of Canada, residing at East Longmeadow, in the county of Hampden and State of Massachusetts, have invented certain new and useful Improvements in Car-Couplers; 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to car couplers; and its objects are: first, to obviate manual interposition to effect the coupling operation; second, to effect the coupling and uncoupling of the cars as well from the top thereof as from the ground adjacent thereto; third, to adapt my improvement as well to the link and pin type of coupler as to the grip arms type; fourth, to secure a durable joinder normally; and fifth, to accomplish these ends with structural simplicity and economy. I attain these ends by the mechanism illustrated in the accompanying drawings, in which—

Figure 1, represents a top plan view of a car coupler operatively embodying the essential principles of my invention. Fig. 2, is a central, longitudinal section thereof. Fig. 3, is a side view thereof, and Fig. 4 is an enlarged, detail view of a draw head showing the application of my coupler.

The same designations indicate corresponding parts in the several views.

A A represent ordinary draw-heads of adjacent cars, showing the grip arms B B' held in place by springs C C. Pins M passing through each arm B, terminate upwardly in

the lever D, which oscillates on fulcrum E and the arc of whose motion is limited by pin F.

G G represent holes through which pins may be passed, when that type of coupler is used.

H is the recess within which the narrow end K of the arm B normally rests, and I performs a similar function for the hooked end J of the arm B. The pivots L permit the oscillations of the arms B B'. It will be apparent that the oscillation of the lever D will alternately make and break contact between the hook J and recess I, when the joinder and disjoinder of the cars is effected.

I am aware of the patents granted to Campbell on the 29th day of May, 1877, being re-issue numbered 7,703; and McGiehan on the 28th day of June, 1887, numbered 243,594, and disclaim the same as anticipatory of my invention.

Having thus fully described my improvements, what I claim is—

In car couplers, the draw heads A A in combination with the hooked grip-arms B B' held in place by flat springs C C; the pins M passing through each arm B B' and terminating upwardly in the lever D; the lever D oscillating on fulcrum E and whose arc of motion is limited by pin F; the pivotal pins L L permitting the vibration of the grip arms B B'; and the recesses H, I in the drawhead formed as shown and described to accommodate said arms B B', the whole coacting as and for the purpose set forth.

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

FRED A. GAUDET.

Witnesses:

F. H. MAXWELL,  
AMY J. CORMMERSY.