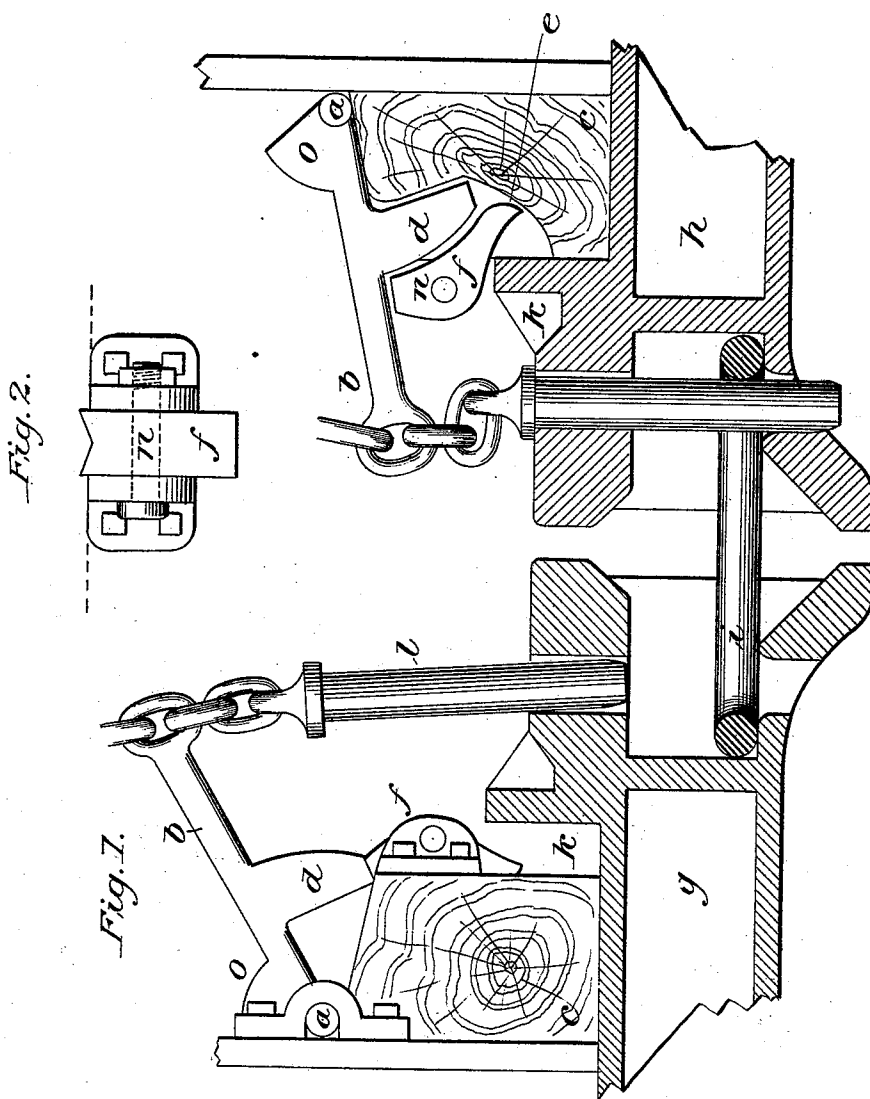


(No Model.)

T. GASKINS.
LINK AND PIN COUPLING.

No. 498,643.

Patented May 30, 1893.



Witnesses.
Henry L. Timmerman
Darius N. Carlton

Inventor:
Thomas Gaskins

UNITED STATES PATENT OFFICE.

THOMAS GASKINS, OF ARCADIA, FLORIDA.

LINK-AND-PIN COUPLING.

SPECIFICATION forming part of Letters Patent No. 498,643, dated May 30, 1893.

Application filed February 2, 1893. Serial No. 460,781. (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 a new and useful Automatic Link-and-Pin Coupler and Uncoupler, of which the following is a specification.

My invention relates to an improvement in car coupling and uncoupling.

Its object is to furnish a simple and cheap means for automatically coupling and uncoupling railway cars without requiring the entrance of a brakeman between the cars. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a sectional side view of the coupling and uncoupling mechanism. Fig. 2 is a front view of the cam and its bearings.

Similar letters refer to similar parts throughout the views.

a is a rod running across the end of the car, with a crank, not shown in drawings, at each end, for lifting the arm *bb* when down, as on right of drawings, which rests on dead block

c. The lug *d* on under side of arm *b*, enters a slot in the face of dead block *c*. When raised and ready for coupling it rests on the cam *f*.

g is the draw head on standing car with pin *l* raised ready for coupling.

h is draw-head of opposite car with pin *l* down already coupled with link *i*. The link *i* lies within one of the draw heads and is kept in a horizontal position by its own weight and the friction against the pin *l*. When the opposite draw heads come in contact the shoulder

der *k*, which is a part of the draw head, is driven by the force of the blow, against the lower end of the cam *f* forcing it into the slot *e*, in face of dead block *c*, thereby releasing lug *d* and arm *b*, allowing the pin *l* to fall through the link *i*. This makes the coupling.

o is a triangular shaped lug attached to arm *b* to prevent its drawing the pin *l* out of the upper pin hole. The lug *o* prevents the arm *b* from being raised too high.

The uncoupling is accomplished by raising the arm *b*, with pin *l* attached, by means of the crank, not shown in drawings, the crank being at each end of rod *a*. This allows cam, *f*, to fall under the lug, *d*, keeping them in position. This allows the link to be withdrawn by the movement of the cars.

n is the bolt on which cam *f* hangs. The cam *f* is so shaped and bolted as to be held in position by the action of gravity.

The rod *a* can be slid lengthwise and locked to prevent cars from coupling.

A chain, rope, or rod, may be attached to arm *b*. By this the cars may be uncoupled from the top of the car.

What I do claim as my invention, and desire to secure by Letters Patent, is—

The combination of the rock arm *b*, provided with the pin *l*, and the projection *d*, and the cam *f*, pivoted on the car substantially as described.

THOMAS GASKINS.

Witnesses:

HARRY RICE,
ALBERT W. GILCHRIST.