

(No Model.)

W. L. NUCKOLS.
Car Coupling.

No. 239,665.

Patented April 5, 1881.

Fig. 1.

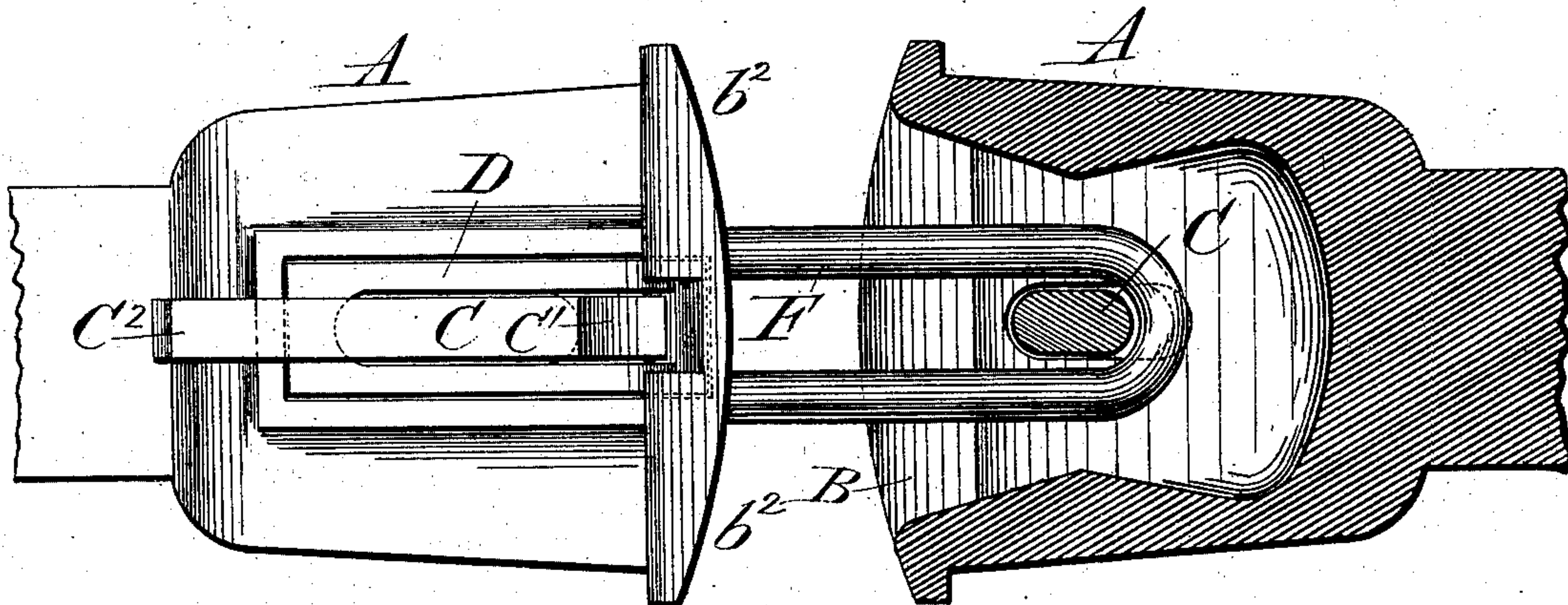
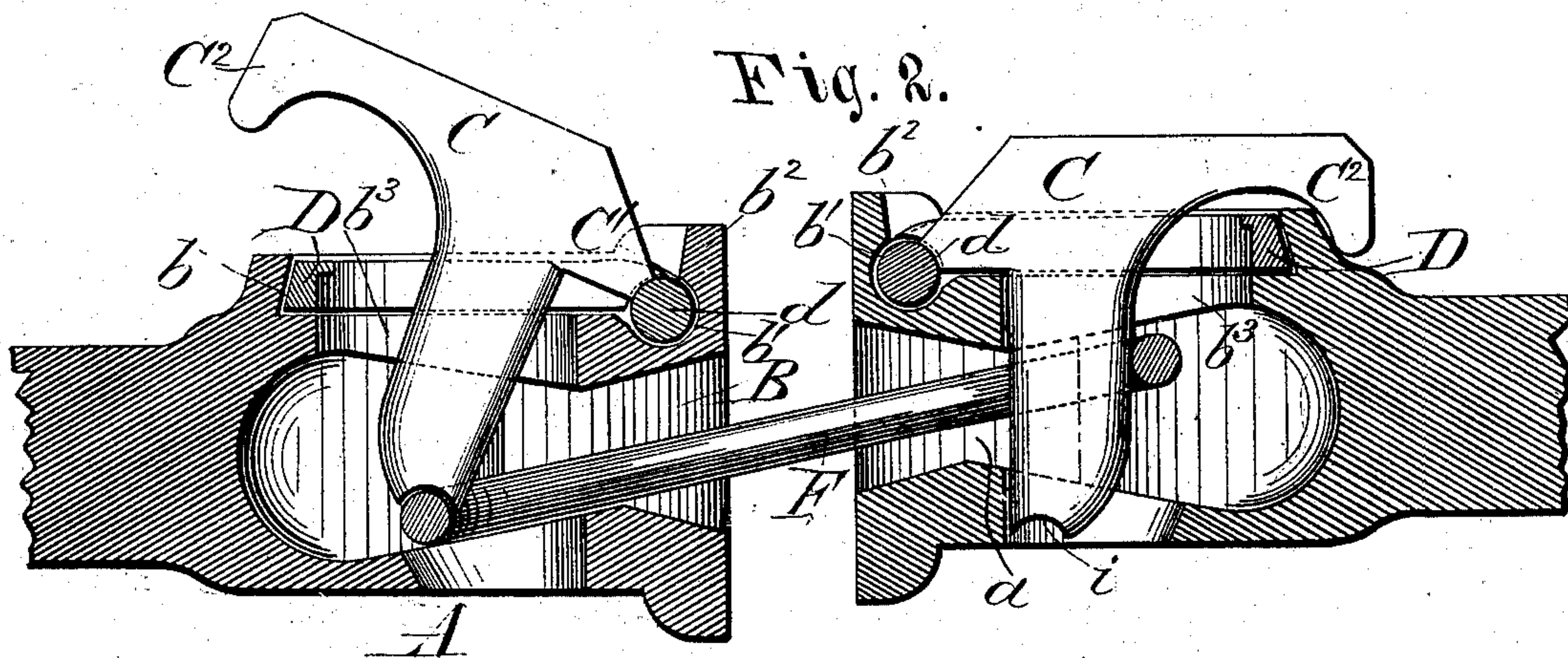


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM L. NUCKOLS, OF AUSTIN, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 239,665, dated April 5, 1881.

Application filed December 27, 1880. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM L. NUCKOLS, of Austin, in the county of Travis and State of Texas, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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.

The nature of this invention consists in the construction and arrangement of an automatic coupling designed principally for freight-cars, as will be hereinafter more fully set forth.

In the annexed drawings, to which reference is made and which fully illustrate this invention, Figure 1 is a plan view, partly in section. Fig. 2 is a longitudinal vertical section.

A represents the draw-head, formed with the usual flaring-mouth, B, and interior cavity. This cavity is made enlarged, so as to form a contracted throat, at *a*, at the inner end of the mouth; or, in other words, the interior of the draw-head is narrowing from the mouth to the center of the pin, and widening from the latter backward. The object of this construction is, that it directs the entering link to the pin, and increases the power of resistance of the latter to the strain.

In the top of the draw-head is formed a rectangular recess, *b*, at the front end of which is a concave, *b'*, and above this concave, on each side, is a lug or flange, *b²*, as shown.

In the center of the recess *b* is a longitudinal slot, *b³*, for the passage of the coupling-pin C. This pin is made somewhat in T shape, having at its upper end a forwardly-extending arm, C', and an arm, C², extending backward.

At the lower corner of the front arm, C', is formed a cylindrical pin, *d*, which projects on

both sides thereof, and is of such dimensions as to pass under the lugs or flanges *b²* and lie in the concave *b'*. The coupling-pin is then held in place by means of a forked dog, D, which fits in the recess *b*, its prongs being passed under the arm C², one on each side of the pin C, and their extreme ends rounded to fit against the projecting ends of the pin *d* on the rear side. The rear wall of the recess *b* is made slightly inclined from the upper edge downward and rearward, and the rear side of the forked dog D is made to correspond, so that when the dog is put in place it cannot get out by accident. The coupling-pin C thus becomes pivoted, and will turn backward for the entering link F until the end of the link passes the end of the pin, when the pin drops into the link.

In the lower end of the pin C is made a notch, *i*, for setting the link. By placing the pin so that this notch will fit over the inner end of the link it will readily be seen that the weight of the pin, as constructed, will "set" or hold the link in proper position for entering the opposite draw-head in coupling two cars, and the concussion will cause both pins to enter the link.

Having thus fully described this invention, what is claimed as new, and desired to be secured by Letters Patent, is—

The combination of the draw-head A, having at its top the slotted recess *b*, concave socket *b'*, and flanges *b²* *b²*, the coupling-pin C, having projections C' C², pivot-pin *d*, and notch *i*, and the forked dog D, adapted to fit into the recess *b*, substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WM. L. NUCKOLS.

Witnesses:

J. L. CUNNINGHAM,
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