(No Model.)

# A. A. DIAL.

## CAR COUPLING.

No. 355,979. Patented Jan. 11, 1887.

FIG. 1.

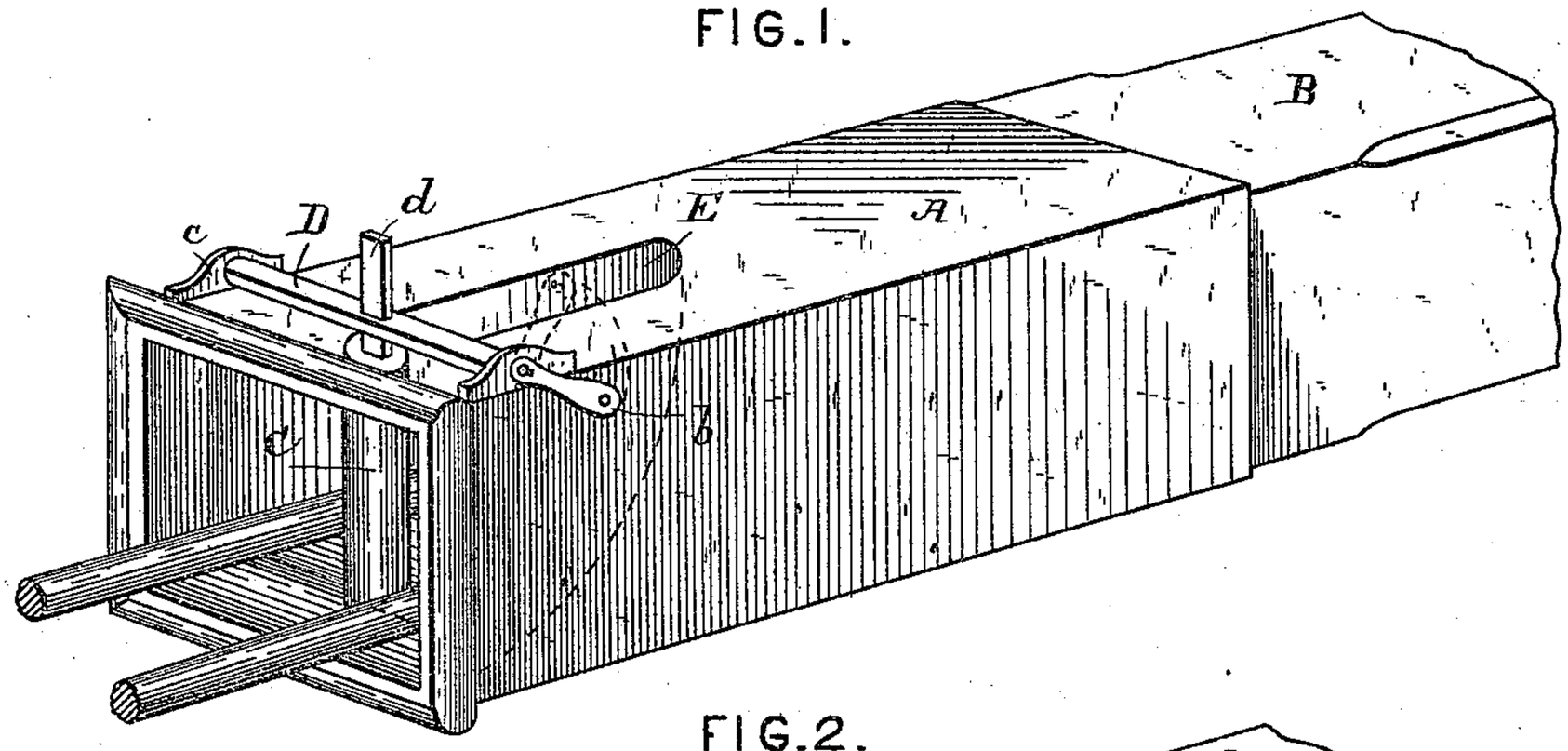



FIG. 2.

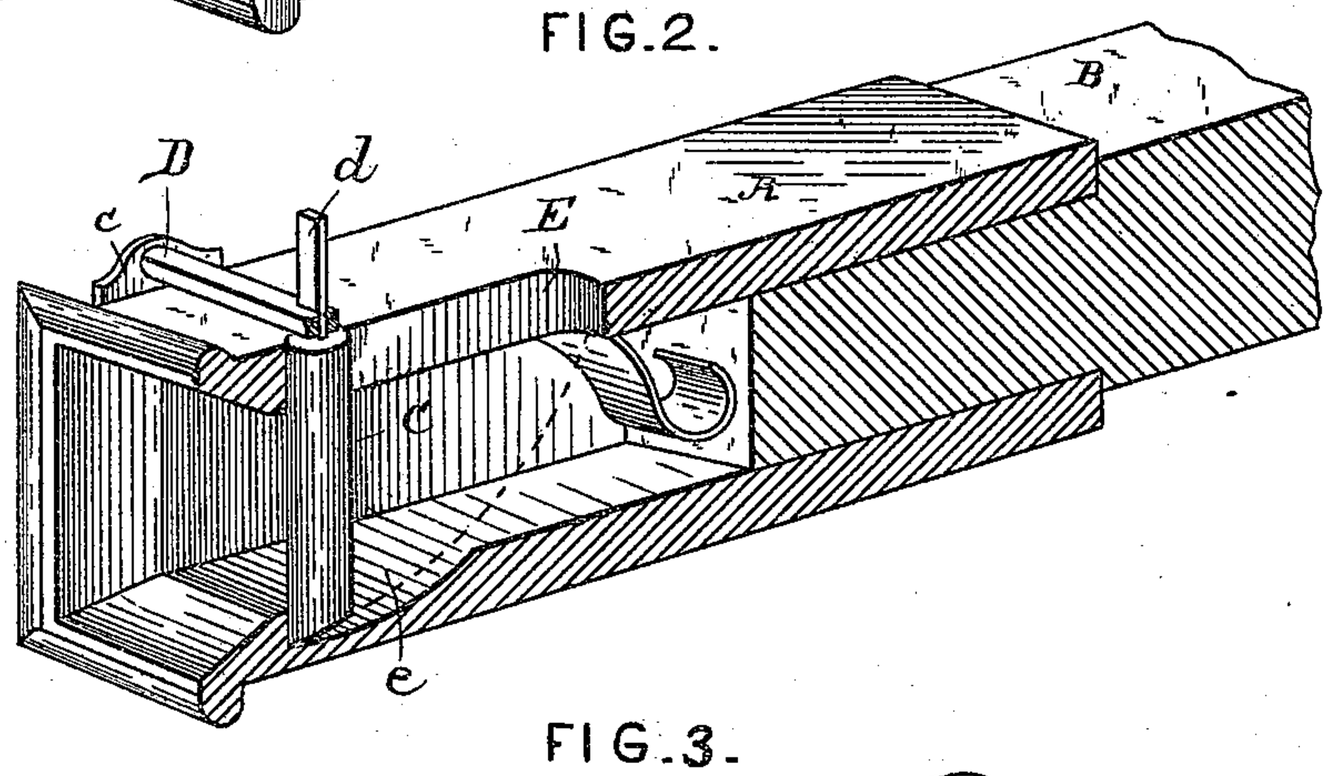



FIG. 3.

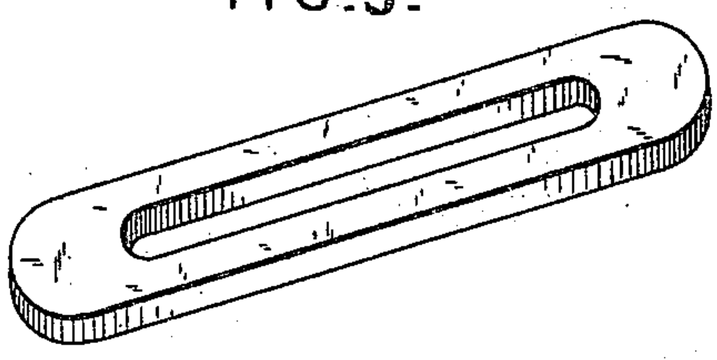
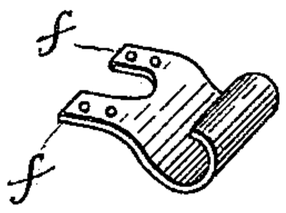


FIG. 4.

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# UNITED STATES PATENT OFFICE.

AUGUSTUS A. DIAL, OF UVALDE, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 355,979, dated January 11, 1887.

Application filed December 26, 1885. Serial No. 186,666. (No model.)

*To all whom it may concern:*

Be it known that I, AUGUSTUS A. DIAL, a citizen of the United States, residing at Uvalde, in the county of Uvalde, State of Texas, have invented a new and useful Self-Adjusting Self-Coupling Railroad-Car Coupling, of which the following is a specification.

My invention has reference to car-couplings; and it consists in the improved construction hereinafter described and explained.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of a car-coupling embodying my improvements, a portion of a link being in a coupled position within the draw-head. Fig. 2 is a like view, a portion of the draw-head being removed to show the interior construction of the same. Fig. 3 is a perspective view of an ordinary link, and Fig. 4 is a detail view of the spring used in the draw-head.

A designates the draw-head, which may be of any approved form, and which is provided at its upper face, at each side, with a pair of bearings, *c c*, in which rest the journals of the bar B, extending transversely across the draw-head. One of the journals is extended for the attachment of an operating-handle, *b*.

The top portion of the draw-head is provided with an elongated slot, E, and is intersected centrally with the bar B. In line with said slot is a coupling-pin, C. This coupling-pin is preferably of the form shown in Fig. 2, and consists of a cylindrical portion, C, forming the pin proper, the upper end thereof being reduced or flattened to the form of a shank, *d*, as shown, which shank leaving the shoulder passes through a corresponding opening therefor in the bar B, the object of said opening being to permit the ready insertion of the coupling-pin into the draw-head and its withdrawal therefrom.

The lower portion of the draw-head is recessed, as indicated at *e*, which recess deepens toward the front of the draw-head, as shown in Fig. 2, so that the lower front edge of the draw-head presents on its lower inside a stop-shoulder, upon which the pin C contacts. The lower end of the pin is curved to correspond with the adjacent face of the depression.

D, Fig. 4, refers to a spring, which is of the shape represented, and consists of two parallel tongues, *f f*, which are perforated for the attachment to the draw-head top, as shown in Fig. 2, the free portion of said spring being bent downward and then inward to present a spring-bearing against the rear vertical wall of the coupling-chamber.

The operation of the device is as follows: The link enters the mouth of the draw-head and, contacting with the pin, swings the same upon its pivots until the end bar of the link clears the end of the pin, when the latter falls by gravity to its former position, with its lower portion in the eye of the link. The link may be readily disengaged from the pin C by means of the handle *b*. The spring D not only serves as a buffer to receive the impact of the link, but yields to permit the end portion of the latter to pass beneath the same to maintain said link in proper horizontal position.

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

1. In a car-coupler, the combination, with a draw-head having a slotted top and a recessed bottom, of a transverse slotted bar journaled in bearings, one end being extended for the attachment of a handle, and the headless coupling-pin having the reduced or flattened portion to permit of its ready insertion and withdrawal from the transverse bar, substantially as and for the purpose set forth.

2. In a car-coupler, the combination, with a draw-head, A, having a slotted top, E, and recessed bottom *e*, of a transverse slotted bar, B, journaled in bearings *c c* and having one end extended for the attachment of a handle, the headless coupling-pin C, having the reduced or flattened portion *d*, to permit of its ready insertion and withdrawal from the transverse bar B, and the internal spring D, provided with perforated tongues *f f*, for its attachment to the draw-head, all as herein shown, and for the purpose set forth.

A. A. DIAL.

Witnesses:
V. E. SCEARER,
O. ELLIS.