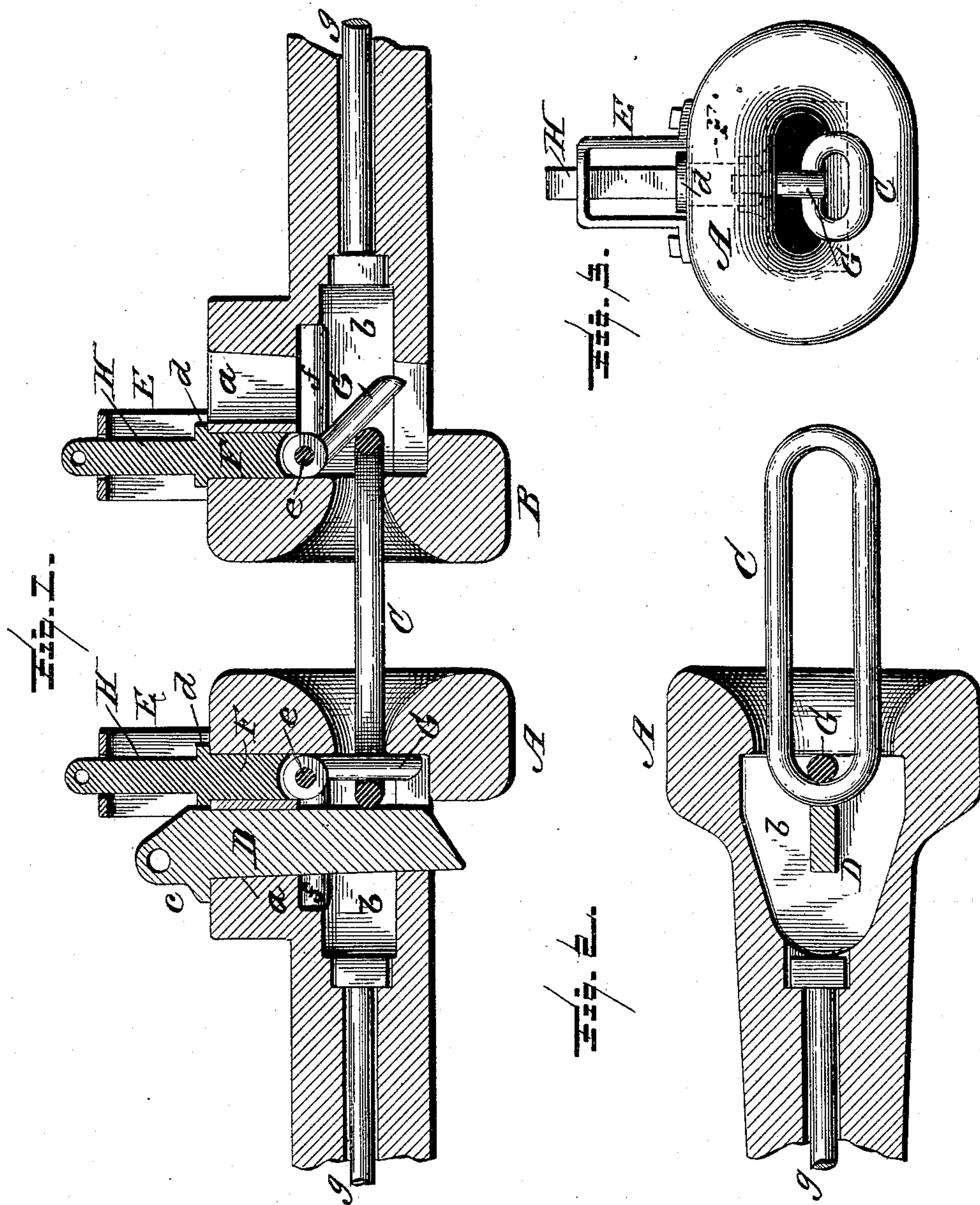


(No Model.)

G. H. DOUGALL, Sr.  
CAR COUPLING.

No. 433,453.

Patented Aug. 5, 1890.



Witnesses

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# UNITED STATES PATENT OFFICE.

GEORGE H. DOUGALL, SR., OF NEW ORLEANS, LOUISIANA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 433,453, dated August 5, 1890.

Application filed April 11, 1890. Serial No. 347,552. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE H. DOUGALL, Sr., a citizen of the United States, residing at New Orleans, parish of Orleans, State of Louisiana, have invented a new and useful Automatic Car-Coupler Especially for Coupling Cars, of which the following is a specification.

Figure 1 of the drawings represents a longitudinal vertical section of the two opposing draw-heads, showing my invention applied thereto and one end of the coupling-link in position preparatory to being coupled to the opposite draw-head. Fig. 2 represents a horizontal section of one of the draw-heads with one end of the link coupled thereto; Fig. 3, an end view thereof.

The present invention has relation to certain new and useful improvements in automatic car-couplers, and the object thereof is to provide means that will facilitate the coupling of the draw-heads of the opposing cars, and when so coupled will be effectually and securely held together until uncoupled by the trainmen, and its automatic action rendered more certain and effective.

The above-mentioned objects are obtained by the construction substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A B represent the two opposing draw-heads, which are coupled together by the usual link C, said draw-heads having a vertical hole *a*, through which passes a tapering key D. The purpose of this key is to retain the coupling-link in a horizontal position or angle against the coupling-pin, and also prevent the link from being pushed back into the opening *b* of the draw-head. The key is provided with a head *c* for connecting thereto in any suitable manner a chain or bell-crank, in the former instance the key hanging from its connections on the side of the car when not in use.

Upon the upper side or top of the draw-head is suitably connected a bracket E, which serves as a guide for a coupling-pin, the same being formed in two sections F G. The upper section F passes down through an opening in the draw-head, and has a shoulder *d*, to form a stop and support therefor to limit its vertical movement. The section F has a shank H, which extends up through an open-

ing in the bracket E, and is guided thereby in its vertical movement, a chain or bell-crank being connected to the upper end of the shank, the latter being preferably square or flat-sided, and the hole in the bracket to correspond, so that the liability of the twisting of the shank is avoided.

The lower section G of the coupling-pin is pivoted at *e* to the section F, and to allow of the free movement of the pivoted section, when forced back by the end of the coupling-link, a space *f* is provided immediately above the opening *b* and on line with hole *a*, so that the section G can be elevated sufficiently to admit of the end of the coupling-link passing beyond it, when the section G will drop down by gravity to an upright position to engage with the link.

Previous to the coupling of the cars the link should be connected to one of the draw-heads and the key and coupling-pin in position, as shown, in draw-head A and the key removed in the draw-head B, and replaced after the coupling-pin engages the link, in the manner above described.

The operation is very simple, and further description is therefore deemed unnecessary.

The draw-head may be connected to the car by bolt *g*, or by any other well-known and preferred manner.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a car-coupler, the combination, with the draw-head having the bracket E, of the coupling-pin consisting of the pivoted section G and the section F, having shank H extending up through a hole in the bracket to form a guide therefor, and a suitable coupling-link to engage with the pin, substantially as and for the purpose set forth.

2. In a car-coupler, the combination, with the draw-head having the bracket E, and the coupling-pin consisting of the pivoted section G and the section F, with shank H, of the key D and a suitable coupling-link, substantially as and for the purpose described.

GEORGE H. DOUGALL, SR.

Witnesses:

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