

No. 756,268.

PATENTED APR. 5, 1904.

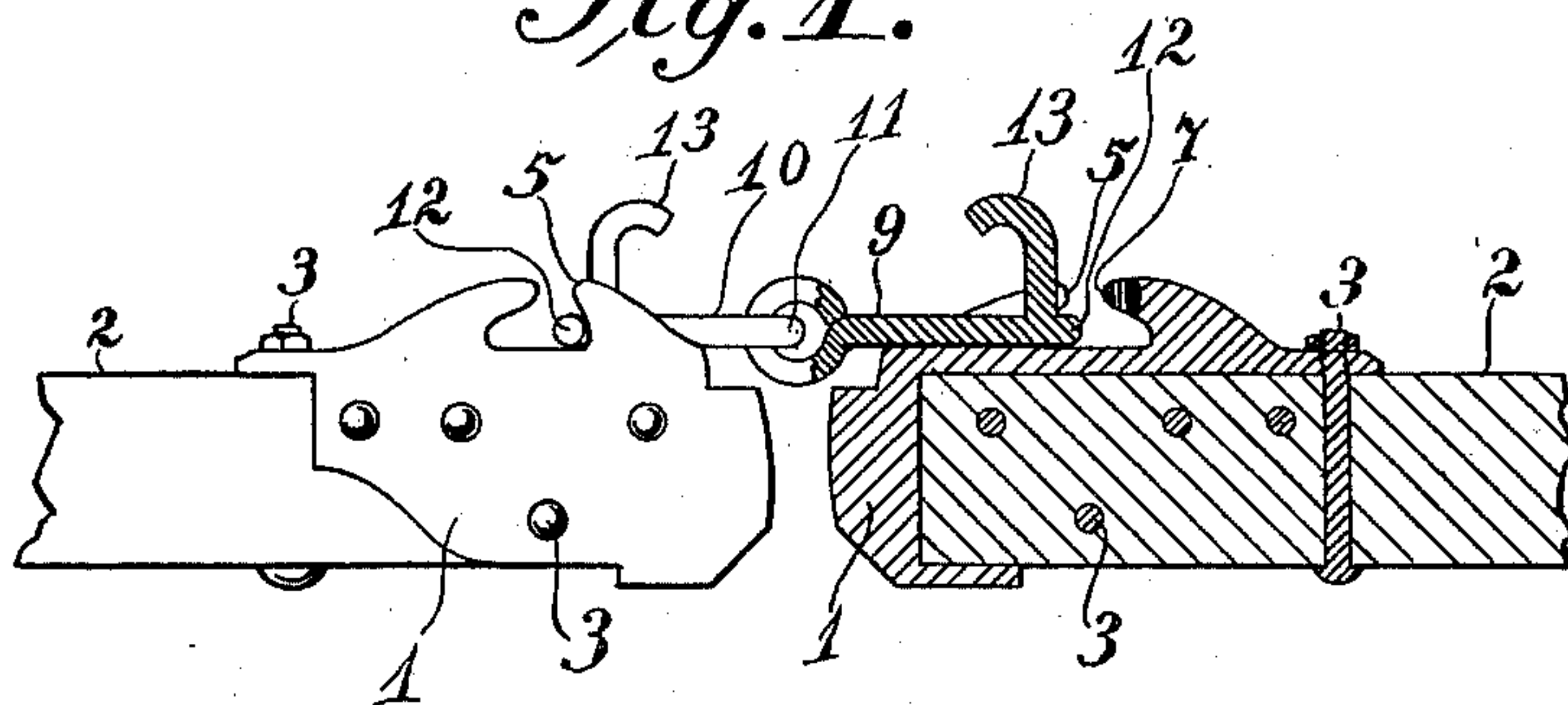
A. L. MCGREGOR.

CAR COUPLING.

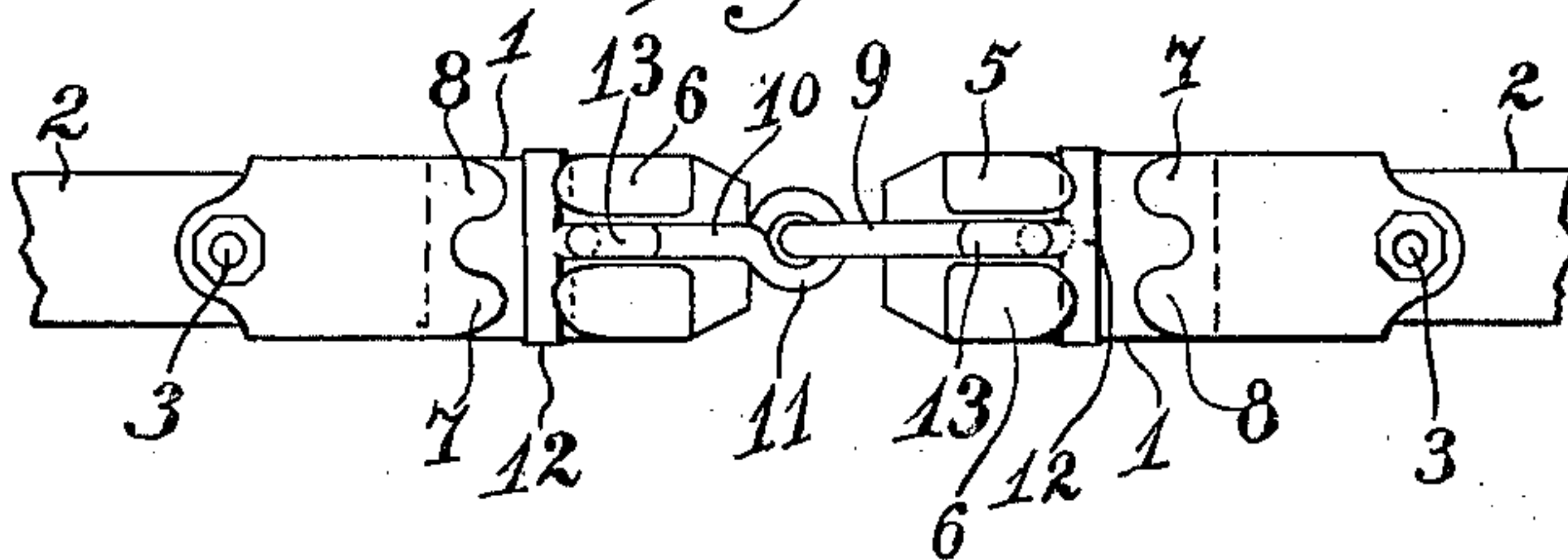
APPLICATION FILED SEPT. 14, 1903.

NO MODEL.

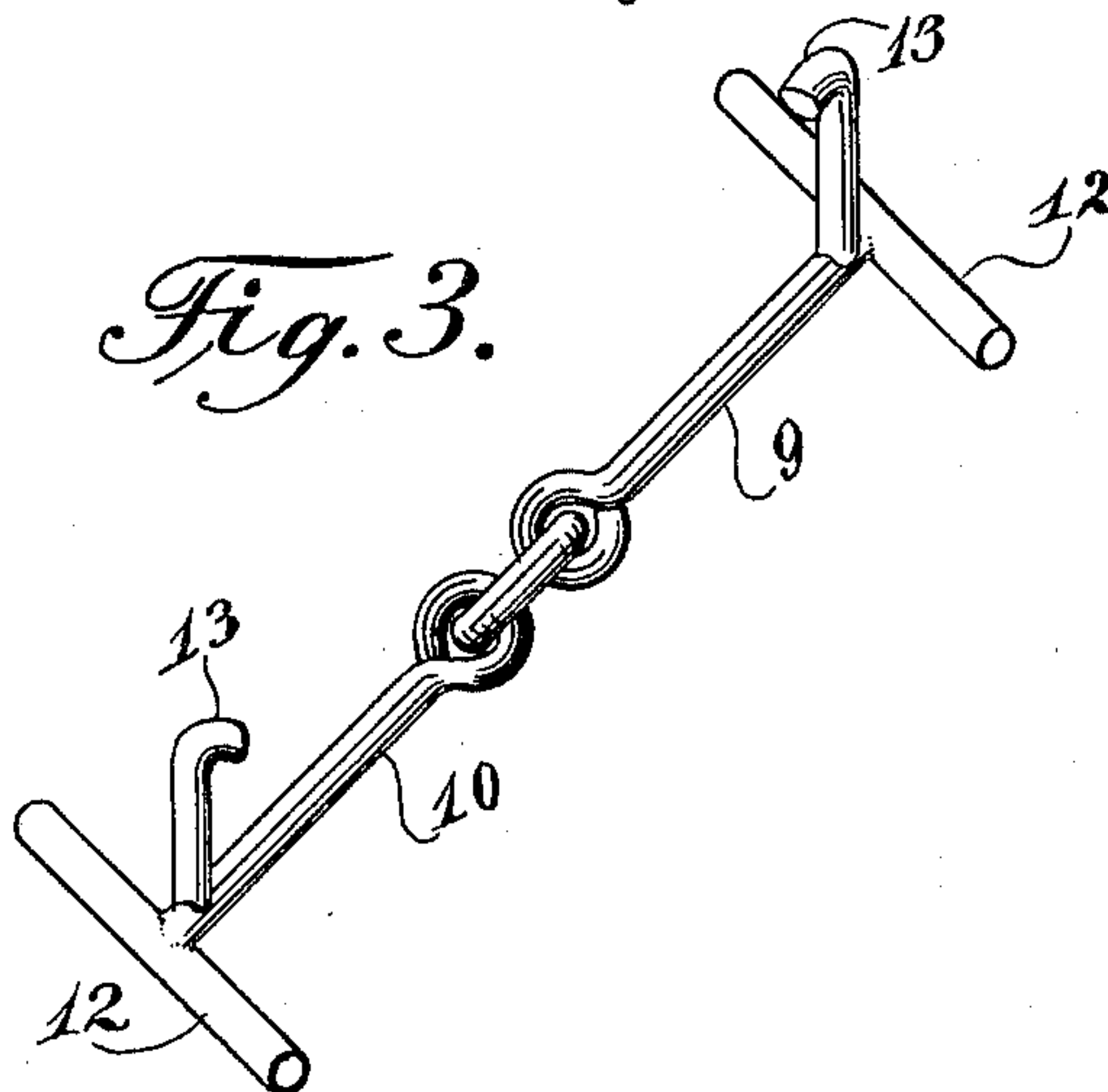
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Witnesses:*

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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 756,268, dated April 5, 1904.

Application filed September 14, 1903. Serial No. 173,051. (No model.)

*To all whom it may concern:*

Be it known that I, ALLAN L. MCGREGOR, a citizen of the United States, residing at Duluth, in the county of St. Louis and State of Minnesota, have invented certain new and useful Improvements in Car-Couplers; and I do hereby 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.

My invention relates to car-couplers, and has for its object the production of coupling means adapted to release automatically in the event of one car being tipped sidewise from the track.

It consists of a draw-head having forwardly and rearwardly directing lugs formed upon its upper face and a coupling-link comprising a plural number of members provided at each of its terminals with a cross-bar adapted to engage the rearwardly-projecting lugs of opposite draw-heads.

It also consists of certain other constructions, combinations, and arrangements of parts hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation, partly in section, of two oppositely-directed draw-heads and of the coupling-link comprising my said invention. Fig. 2 is a top plan view of said draw-heads and coupling-link, and Fig. 3 is a perspective view of a modified form of said coupling-link.

Referring to the drawings, said draw-head consists of a casting 1, mounted upon the end of a draw-bar 2 and secured thereto in any suitable manner, as by bolts 3. Upon the upper face of said draw-head are formed upwardly and rearwardly directed lugs 5 and 6, parallel with each other with an interval between them. The points of said lugs project slightly beyond their bases, so as to form shallow hooks. Upon the upper face of said draw-head are also formed forwardly-directed lugs 7 and 8, preferably united at their base, which latter lugs project forward beyond their base, so as to form housings. A coupling-link comprising the oppositely-directed members 9 and 10, flexibly connected together in any suitable manner, as at 11, is provided

at its opposite ends with cross-heads 12, respectively adapted in operative position to engage the rearwardly-directed lugs of opposite draw-heads and in retracted position to recede under the overhanging portions of the lugs 7 and 8 of said draw-heads, which overhanging portions are sufficient to prevent the jolt of colliding draw-heads from accidentally freeing said link from the draw-heads.

As shown in the drawings, an interval is provided between the points of the rearwardly-directed lugs and those of the corresponding forwardly-directed lugs, which interval is sufficient in the event that one car is tipped sidewise from the track to permit the passage of the cross-head 12, which is twisted free of one draw-head by the tipping action of the opposite car and draw-head, thus preventing the first tipped-over car from tipping those preceding or following it. The flexible connection between the members of the link allows sufficient play for turning curves, and the shank of the link lying in the passage between the lugs 5 and 6 keeps the cross-head from bearing more heavily against the other of them. Posts or hooks 13 or other suitable means are formed upon said link near the cross-heads for finger-holds for the purpose of lifting said links out of the draw-head when desired.

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

1. In a car-coupling the combination of a draw-head provided on its upper face with rearwardly-inclined lugs positioned abreast of each other and spaced apart to form a passage between them, and further provided, with forwardly-inclined lugs positioned abreast of each other in rear of the first said lugs and spaced apart therefrom and a coupling-link comprising a plural number of members flexibly connected together and provided at its free terminals with cross-heads, substantially as described.

2. In a car-coupling, the combination of a draw-head provided on its upper face with rearwardly-inclined lugs positioned abreast of each other and spaced apart to form a passage

between them, and further provided upon such  
upper surface with forwardly-inclined lugs  
positioned abreast of each other in rear of  
the first said lugs and spaced apart therefrom  
5 and from each other, and a link comprising a  
plural number of members flexibly connected  
together and provided at its terminals with  
cross-heads and with means for lifting said link

out of said draw-head, substantially as de-  
scribed. 10

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

ALLAN L. MCGREGOR.

Witnesses:

JAMES T. WATSON,  
GERTRUDE H. JACKSON.