

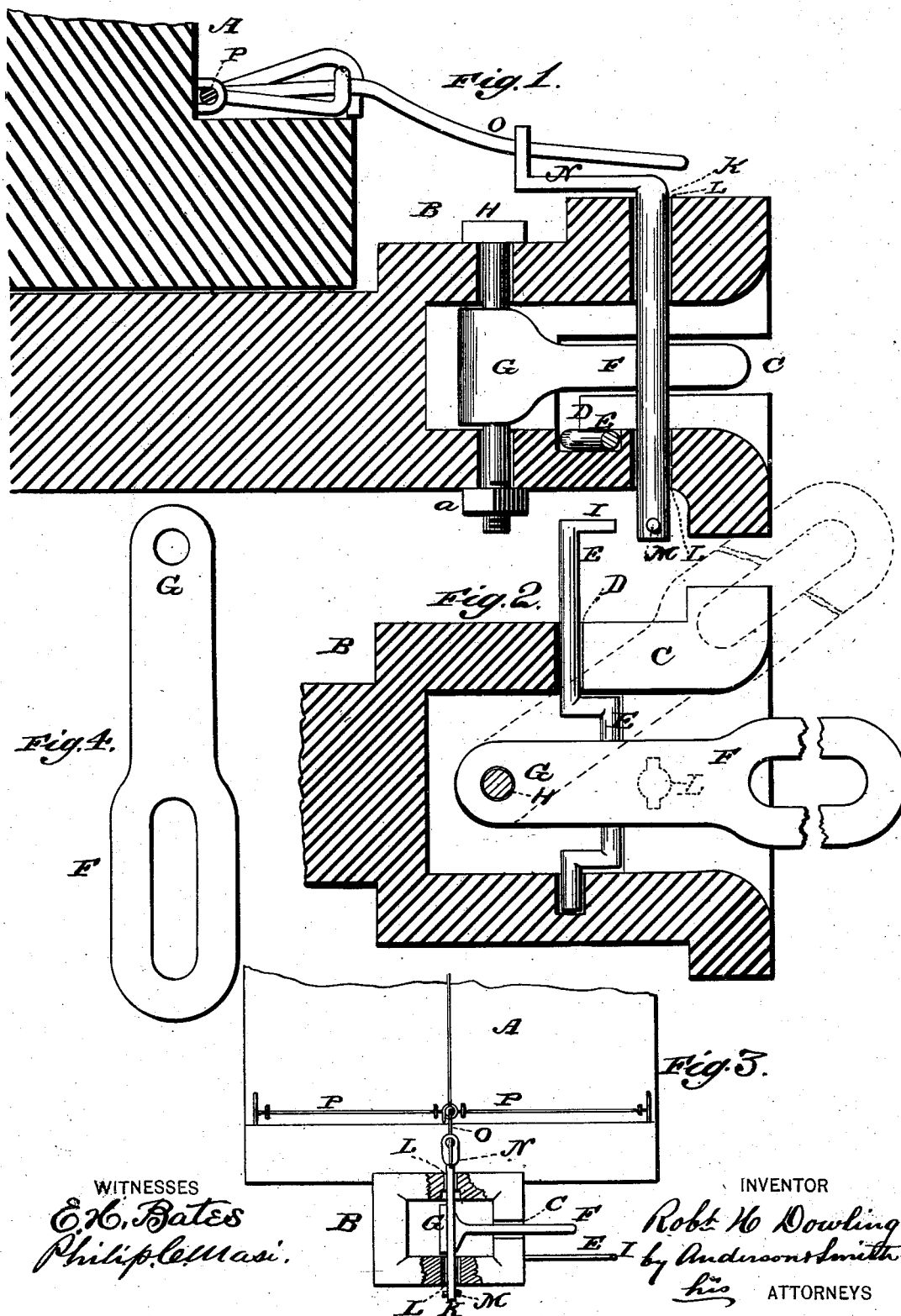
(No Model.)

R. H. DOWLING.

CAR COUPLING.

No. 261,438.

Patented July 18, 1882.



UNITED STATES PATENT OFFICE.

ROBERT H. DOWLING, OF NEWARK, OHIO, ASSIGNOR OF ONE-HALF TO
CHARLES H. FOLLETT, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,438, dated July 18, 1882.

Application filed May 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, ROBERT H. DOWLING, a citizen of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a vertical sectional view of my car-coupling. Fig. 2 is a horizontal view, in section, of the same. Fig. 3 is a front view, partly in section. Fig. 4 is a plan view of the link.

This invention has relation to car-couplings; and it consists in the construction and novel arrangement of the draw-head having the lateral side slot, the pivoted swinging coupling-link, the automatic coupling-pin, and the pivoted link-guide, as will be hereinafter fully described, and particularly pointed out in the claims appended.

Referring by letter to the accompanying drawings, A designates a car of any ordinary construction.

B designates the draw-head, secured thereto in the usual manner. This draw-head B differs from others in construction in this, that it has a lateral slot, C, in one side, extending from the jaw to near the rear wall of the same, and has a recess, D, in its lower wall, to receive a guiding-lever, F, journaled in the side walls of the same, as shown. A link, F, having an enlarged head, G, perforated to receive a permanent pin, H, which is passed down through the horizontal walls of the draw-head and secured in place by a nut, *a*, is introduced into the draw-head, and may be employed to connect two cars, or it may be turned aside through the lateral slot, so as to be out of the way of a corresponding or other link in the draw-head of another car.

The link in my construction of car-coupling is secured, so that there is no danger of it becoming lost, and when it is not needed for coupling it can be turned out of the way, and will not interfere with the coupling-link of another draw-head.

My link-guide or guiding-lever E is journaled in the side walls of the draw-head, and a convenient handle, I, extends from one side thereof, by which the link itself can be guided to the draw-head of the car with which I wish to couple. In connection with these features I employ an automatic coupling-pin, K, which passes down through recesses L L in a vertical line in the draw-head, and which is provided near its lower end with a cross-pin, M, which is inserted after its introduction into the draw-head, and which prevents its withdrawal afterward, owing to the fact that the recess L only incases the cross-pin and will not permit its entire removal therethrough. This coupling-pin K is connected by a perforated angle-arm, N, to an arm, O, leading from a rock-shaft, P, which traverses the end of the car from side to side, and is provided with an operating-crank at each end. The arm O is also connected, by chain or otherwise, to the top of the car, so that the coupling-pin may be operated either from the top or the sides of the car.

By my construction there is no danger of losing the coupling links or pins, and the attendant does not need to go between the cars to couple or uncouple them.

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

1. In a car-coupling, a draw-head having a lateral slot in which a permanently-pivoted link works, in combination with a link-guide journaled in the side walls of the draw-head, a recess, D, in the bottom wall thereof, and a permanently-pivoted link, F, having an enlarged slotted head, substantially as specified.

2. In a car-coupling, a draw-head having a lateral side slot, in combination with a link-guide journaled therein and adapted to fit a recess in the lower wall of the draw-head, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ROBERT HARRIS DOWLING.

Witnesses:

A. P. TAYLOR,
CHAS. FOLLETT.