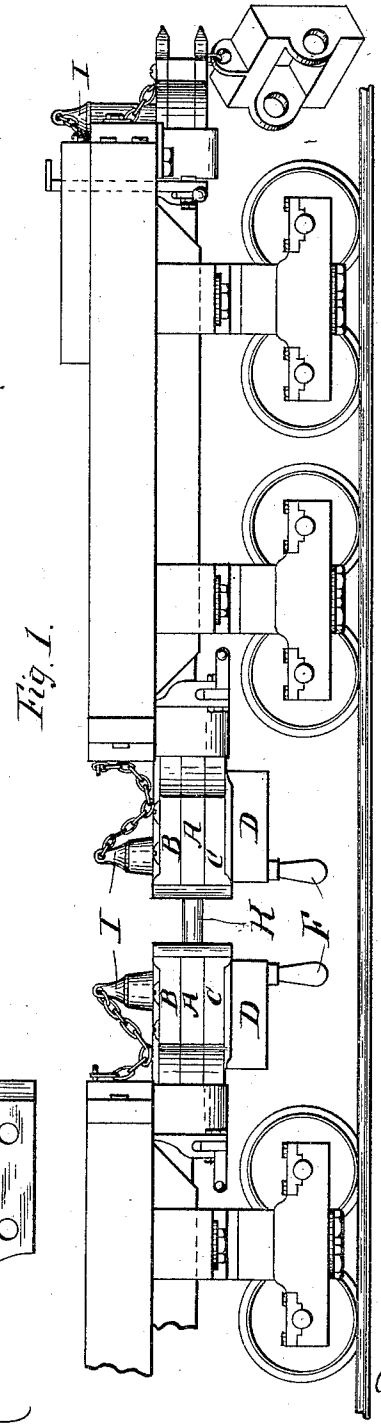
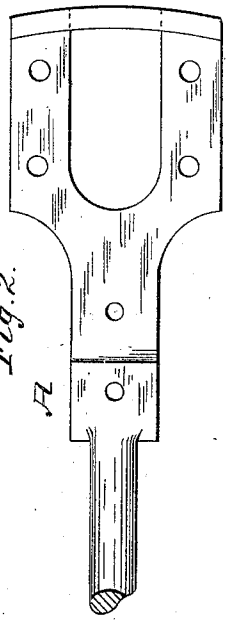
(No Model.) 2 Sheets—Sheet 1.

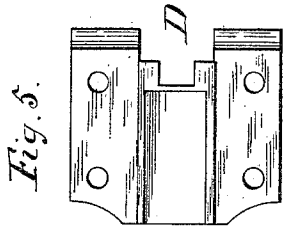
# J. M. BOUCK.

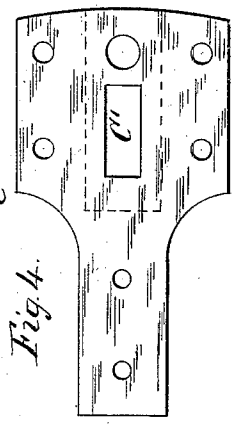
## CAR COUPLING.

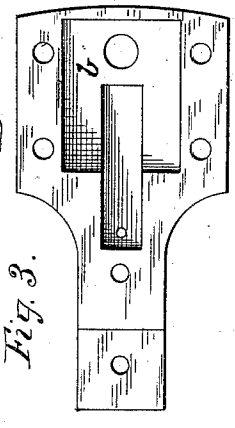
No. 415,809. Patented Nov. 26, 1889.




WITNESSES

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By Chas. E. Barber,
Its Attorney

(No Model.) 2 Sheets—Sheet 2.

# J. M. BOUCK.

## CAR COUPLING.

No. 415,809. Patented Nov. 26, 1889.

Fig. 6.

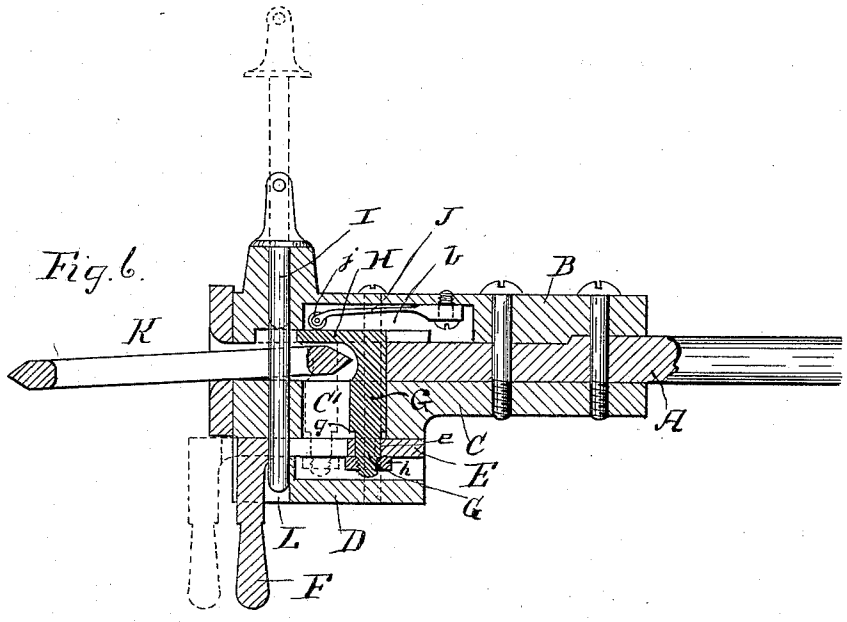



Fig. 7.

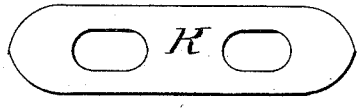



Fig. 8.

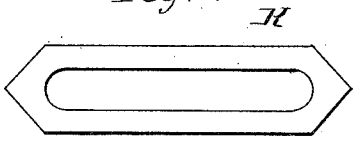
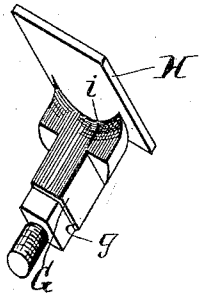



Fig. 9.



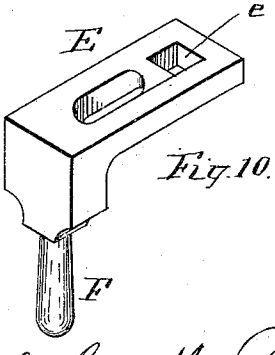




Fig. 10.

WITNESSES

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A. M. Robinson

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INVENTOR

By Chas. E. Barber
his Attorney

# UNITED STATES PATENT OFFICE.

JOHN M. BOUCK, OF GOUVERNEUR, NEW YORK.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 415,809, dated November 26, 1889.

Application filed April 27, 1889. Serial No. 308,809. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN M. BOUCK, a citizen of the United States, residing at Gouverneur, in the county of St. Lawrence, State of New York, have invented certain new and useful Improvements in Car-Couplers, of which the following is so full, clear, and exact a description as will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation. Fig. 2 is a top plan view of the middle piece. Fig. 3 is an inside plan view of the top piece. Fig. 4 is a top plan view of the bottom piece. Fig. 5 is an inside plan view of the casing D, forming casing for sliding plate and nut under it. Fig. 6 is a longitudinal sectional view showing the parts in dotted lines to support a coupling-pin. Fig. 7 is a top view of one of my links. Fig. 8 is a like view of another form of link. Fig. 9 is a perspective view of the coupling-pin support H. Fig. 10 is a perspective view of the sliding plate E.

The object of my invention is to provide a car-coupling by the use of which the cars of a train may be easily and quickly coupled together in the shortest possible time, with the least liability to accident to coupling and operator, and with the least expense of time and physical force.

To this end it consists in providing a coupling in which is situated a pin-supporting projection, which latter will be forced back automatically by the link and permit the pin to drop into place as the cars come together.

It further consists in the additional devices, which will be hereinafter described, and particularly pointed out in the claims at the end of this specification.

In the accompanying drawings, A designates a draw-bar, to which is secured an upper channeled plate B and a lower slotted plate C, to the bottom of which is secured a casing D. The slot C′ in plate C is to allow the upper and lower plates to slide back and forth and the post G slides in this slot. Within this casing D is loosely secured a longitudinal sliding plate E, which is provided with a handle F. This sliding plate E is perforated at *e*, and extending down through this perforation *e* is a screw-threaded bolt or post G, which is provided with a shoulder *g*, and which is firmly held in place with relation to the plate E by a nut *h*. To the upper end of this bolt G is secured a pin-supporting plate H, which may be formed integral with the bolt G; or it might be bolted to this bolt or post G without departing from the spirit of my invention. The upper front portion of the post G is provided with a curved depression *i*, against the bottom of which the link strikes when the cars come together, and thus force the pin-supporting plate H back out of contact with the lower end of the coupling-pin I. The plate B is provided with a recess forming a chamber *b*, and in this chamber *b* is a spring J, provided at its free end with a friction-roller *j*, which bears at all times on the pin-supporting plate H, holding it always in a horizontal position and facilitating the sliding of this plate backward and forward as the pin is set in position to drop as the cars come together and as it is forced back by the link K.

The entire coupler is provided with a perforation L, through which the coupling-pin is adapted to slide freely, as will be readily understood. It will be readily understood that an ordinary link—such as is shown in Fig. 8—may be used, as may also one like the one shown in Fig. 7.

In Fig. 1 I show two cars coupled together, and at the right-hand end of the car I show my coupler as shown and described in Letters Patent granted to me on the 19th day of February, A. D. 1889. This present construction is an improvement on the one covered by that patent, and I desire to secure them both in combination.

I wish to state here that I do not wish to limit myself to the exact construction shown and described, as it is obvious that the details of construction may in many instances be varied and mechanical equivalents substituted therefor without departing from the spirit of my invention and without materially interfering with its usefulness.

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

1. In a car-coupling, the combination of the draw-head and hand operating-lever with

a pin-supporting plate and a spring for holding the pin-supporting plate always in a horizontal position, substantially as and for the purposes specified.

2. In a car-coupling, a draw-head and pin-supporting plate, in combination with a spring having a friction-roller, and a hand-lever for operating said pin-supporting plate, substantially as and for the purposes specified.

3. In a car-coupling, a draw-bar and a pin-supporting plate, in combination with a top plate having a chamber and a spring and friction-roller secured therein, which spring is entirely concealed and protected, substantially as and for the purposes specified.

4. In a car-coupler, the draw-head, in combination with a pin-supporting plate and a post having a curved recess in its front face, and a hand-lever for operating said pin-supporting plate, substantially as and for the purposes specified.

5. An upper perforated plate and a lower slotted plate, in combination with a pair of sliding plates forming the movable pin-support, connected by a post G, substantially as described and shown.

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

JOHN M. BOUCK.

Witnesses:

EARL BANCROFT,

E. H. NEARY.