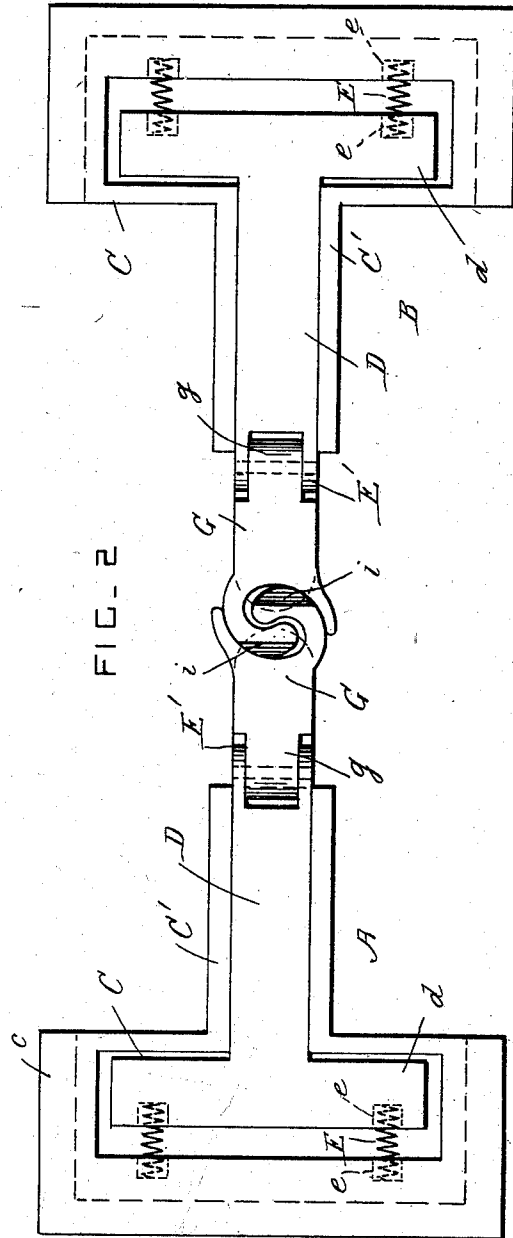
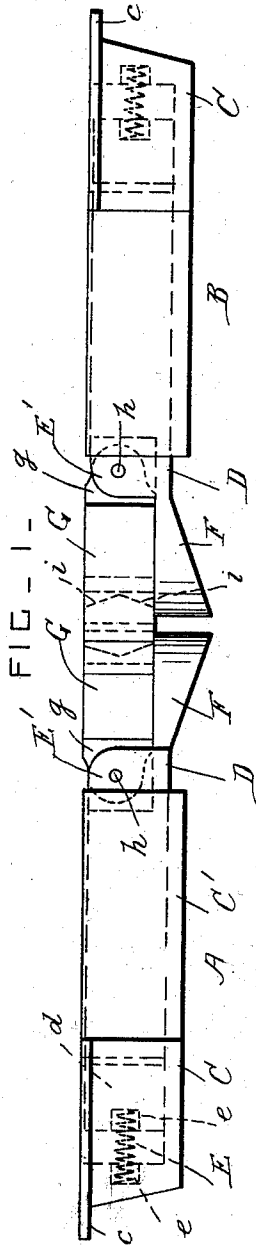


P. J. DUGAN.
CAR COUPLING.

APPLICATION FILED JUNE 9, 1903.

NO MODEL.



WITNESSES
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PATRICK J. DUGAN, OF CHESTNUTHILL, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 748,173, dated December 29, 1903.

Application filed June 9, 1903. Serial No. 160,685. (No model.)

To all whom it may concern:

Be it known that I, PATRICK J. DUGAN, a citizen of the United States, residing at Chestnuthill, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Car-Couplings; 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.

This invention relates to couplings for railroad-cars; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the coupling. Fig. 2 is a plan view of the coupling.

A is one half of the coupling, and B is the other half. As these two half-couplings are exactly alike, the description will be confined to one of them.

C is a T-shaped chamber provided with flanges *c* or other approved means for securing it under the end portion of a railroad-car.

D is a draw-bar which slides longitudinally in the longitudinal portion or guide *C'* of the chamber C. The draw-bar D has a cross-piece *d*, which works in the cross portion of the chamber C, and E designates springs arranged between the cross-piece *d* and the back of the chamber. The end portions of these springs are carried in pockets *e* in the cross-piece and pockets *f* in the back of the chamber. The draw-bar D has a forked jaw *E'* near its front end, and a supporting-plate F projects at the lower part of the said jaw.

G is a coupling-hook which is provided

with a shank *g*, which is pivoted to the jaw E by means of a horizontal pin *h*. The hooked portion of the coupling-hook is arranged horizontally and in the same plane as the pivot-pin *h*. The coupling-hook normally rests upon the plate F, and it has upper and lower beveled portions *i* at its front end. When two cars are pushed together, the beveled ends of the opposed coupling-hooks are pressed into contact, and one hook raises the other and slides under it, so that the two hooks are slipped into engagement with each other. If preferred, one hook may be raised mechanically and dropped into engagement with the other hook. The cars are uncoupled by raising one of the said coupling-hooks upon its pivot in a vertical plane by any approved mechanism which is operated from any convenient point.

What I claim is—

In a car-coupling, the combination, with a chamber provided with a guide, of a spring-pressed draw-bar slidable in the said guide and having a supporting-plate and a jaw at its front end, and a coupling-hook having beveled front end portions and having its rear end pivoted to the said jaw, the hooked portion of the said hook being normally supported by the said plate in a horizontal position and in the same plane as its pivot and free to move in a vertical plane.

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

PATRICK J. DUGAN.

Witnesses:

ALICE J. MURRAY,
FREDK. K. DAGGETT.