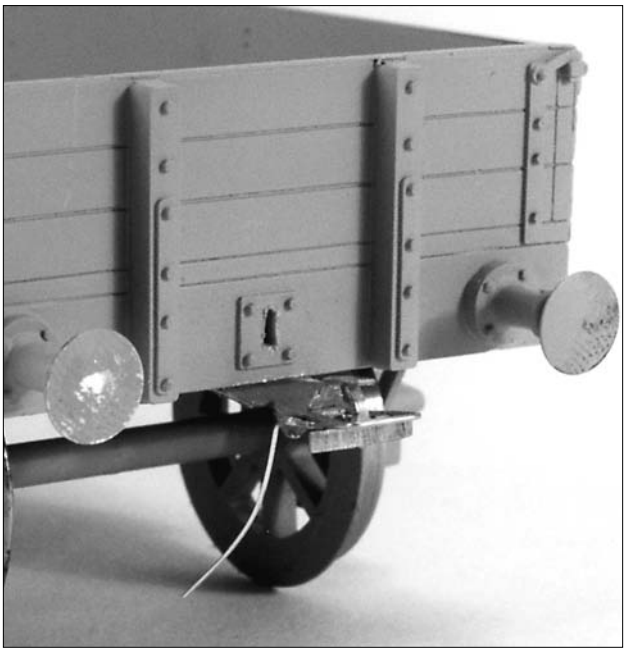
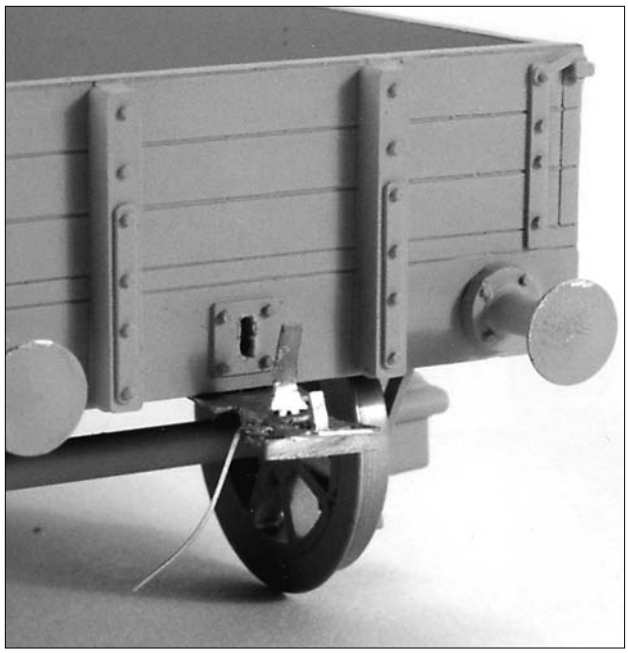
Compiled by Bob Alderman

D G Coupling Type C

Supplier - D G Couplings, 249 Chester Road, Macclesfield, Cheshire, SK11 8RA
(sae with enquiries please)



Coupling in normal position



Coupling with latch raised

Description: A loop and hook system with a delayed uncoupling action. The heads of the hooks buffer up when propelling.

Method of operation: The loop on one coupling overrides the hook on the other establishing the link between the vehicles.

Uncoupling is carried out by rotating the loops out of engagement from the opposing hooks. The disengaged loops fall back and are gagged by a delaying latch preventing immediate recoupling. Stock can then be propelled to a position remote from the uncoupler. Once vehicles are separated then the coupling is restored to a position to enable coupling again.

Uncoupling device: An electro-magnet within the track. A single magnet can be positioned at the head of a fan of sidings because of the remote un-coupling facility.

Modifications to stock: No major modifications to fit the couplings are required.

A consistent height has to be maintained for the couplings and the relative protrusion will depend on the radii they are required to operate on.

Fitting common to all stock?: The coupling is common to all stock.

Compatibility with scale couplings: This system is not compatible with scale couplings.

Minimum recommended operating radius: No minimum radii are quoted in the instructions. The centre buffing of the hook prevents buffer locking The minimum radius will be determined by the interaction of the centre buffer feature and the actual buffers.

Instructions: An illustrated set of instructions is supplied with each etch set. A special tool to bend the wire loops can also be supplied.

Other Comments: None

Quantity of items per set: 16 couplings per etched fret