

(No Model.)

R. D. MCGEE.
CAR COUPLING.

No. 443,837.

Patented Dec. 30, 1890.

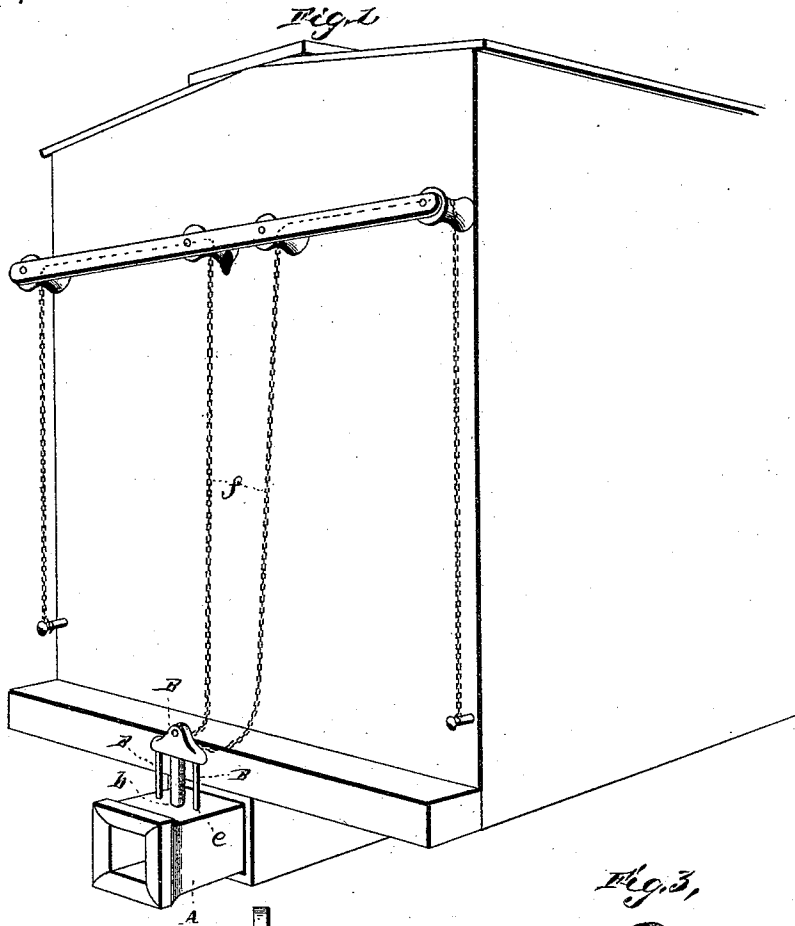


Fig. 2.

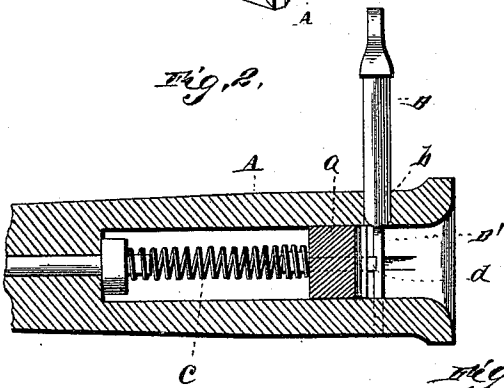


Fig. 3.

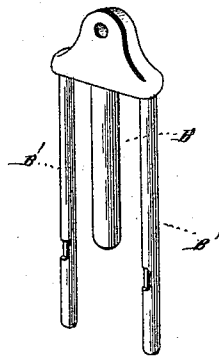
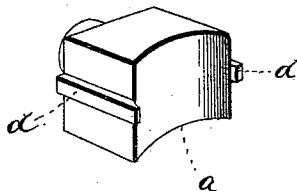


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

ROBERT D. MCGEE, OF OWENSBOROUGH, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 443,837, dated December 30, 1890.

Application filed May 16, 1890. Serial No. 352,079. (No model.)

To all whom it may concern:

Be it known that I, ROBERT D. MCGEE, a citizen of the United States, and a resident of Owensborough, in the county of Daviess and State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a perspective view. Fig. 2 is a vertical longitudinal section, and Figs. 3 and 4 are detail views.

This invention relates to certain improvements in car-couplings; and it consists in the construction and novel combination of parts, as will appear from the following description and accompanying drawings.

In the drawings, A refers to a draw-head, which is provided with a pin-supporting block or trip *a*, arranged in the link-chamber. This block or trip is normally held in the plane of the coupling-pin hole *b* by the action of a spring *c*, arranged so as to press upon it at its inner or rear end. In grooves in the sides of the link-chamber are received opposite guide ribs or bars *d*, secured to the sides of the pin-supporting or trip block *a*.

B is the coupling-pin, which has two guide-arms B' branching off from its sides about at its mid-length, and passing down through apertures *e* in the draw-head, thus guiding the coupling-pin in its movement. The coupling-

pin is capable of disengagement from the coupling-link from the sill of the car to avoid the attendant passing between the cars for that purpose, it being connected to chains *f*, passing over pulleys suitably supported upon the end of the car, and connected to the latter, one near each side thereof. It will be observed that as the link passes into the draw-head it will strike the trip or block holding the coupling-pin in an elevated position, and push said trip or block inward, allowing the pin to drop, and thus automatically effect the coupling of the cars. It will also be seen that this coupling is simple, quickly operated, and cheap, and adapted to be readily applied to the ordinary draw-head, it only being necessary to arm the latter with the spring-pressed trip-block, the spring-stops, and two additional apertures or holes for the reception of the arms of the coupling-pin.

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

The combination of the draw-head having grooves in the sides of its link-chamber, with the spring-pressed trip-block having ribs or bars engaging said grooves, and the coupling-pin having arms reaching down through apertures in the draw-head, substantially as set forth.

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

ROBERT D. MCGEE.

Witnesses:

JAS. RICHARDSON,

J. H. BLAIR GILMOUR.