

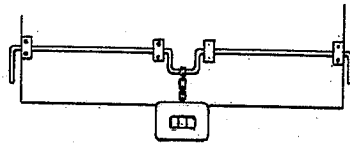
(No Model.)

J. McCREE.  
CAR COUPLING.

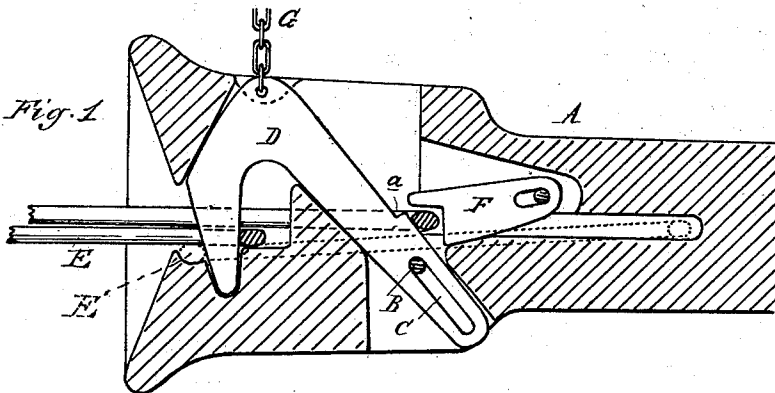
No. 267,096.

Patented Nov. 7, 1882.

*Fig. 2*



*Fig. 1*



*Attest:*  
*A. Barthel*  
*W. J. Sprague*

*Inventor:*  
*James M. Cree*  
*by his Atty W. J. Sprague*

# UNITED STATES PATENT OFFICE.

JAMES McCREE, OF LANSING, MICHIGAN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,096, dated November 7, 1882.

Application filed August 31, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES McCREE, of Lansing, in the county of Ingham and State of Michigan, have invented new and useful Improvements in Car-Couplings; and I hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 The nature of this invention relates to certain new and useful improvements in the construction and operation of car-couplings of that class which are designed to be automatic in the operation of coupling cars together, and only requiring manipulation to disengage them.

15 The invention has for its object to provide within the draw-bar a pivoted hook so arranged that the entering link will elevate the point of the hook until the end of the link passes the same, when by gravity the hook end will engage with the link, the hook being so pivoted that the strain does not affect the pivotal point, but is directly brought to bear upon the hook, which rests against the inner parts 25 of the head, so that the pivotal pin is entirely relieved. Another object to be attained is to adapt this particular kind of coupling-hook to be used in that class of car-couplers such as is described in Letters Patent No. 244,138, issued to me July 12, 1881, wherein means are provided for allowing the link to be entirely concealed within the draw-bar in such manner as not to interfere with an entering link, with which the adjoining part of the coupling may 35 be provided.

The invention consists in the peculiar construction, combination, and operation of parts, as more fully hereinafter described.

40 In the accompanying drawings my invention is shown in elevation with one side of the draw-bar removed, Figure 1. Fig. 2 is an end view.

A represents a draw-bar constructed substantially as described in the aforesaid Letters Patent, except that to give space for the operation of the coupling-hook the head of the draw-bar is hollow. A lateral bolt, B, passing through the slot C, pivotally secures the hook D in its position. This hook is preferably of 50 the form shown, and when in operation occu-

pies the position shown in the drawings, the front face of the hook being upon an incline plane and covering the link-entrance in the mouth of the draw-bar, so that as the link enters and its end strikes the inclined front of the link it passes or forces the latter upward until the link passes the point of the hook, when the same drops by gravity and engages inside the link, the upper and lower faces of the draw-bar being slotted to allow the head and foot of the link to turn upon its pivotal point.

E is a coupling-link of the ordinary character, which is inserted in the draw-bar, the rests being sufficiently long to receive it, so that the link may rest entirely within the draw-bar.

F is a pivoted dog, which locks the link in place, so that it will not prevent the entering of a link in the adjoining draw-head, which is engaged with the pin, from entering and coupling with the coupling pin or hook employed.

G is a chain or other device attached to the highest point of the coupling-hook, and by pulling vertically upon this chain the uncoupling is effected.

75 The coupling-hook is provided with a shoulder, *a*, and when raised to a vertical position this shoulder will engage with the dog F, when the coupling-hook may be raised a little more, the slot C allowing this to be done, and this movement will disengage the dog, so that the link E' may be withdrawn and brought into use when required.

I am aware of the construction set forth in Patent No. 156,806, of 1874, wherein one link holds the hook up until another link forces it from under the hook as the cars come together, and such is not sought to be covered in this application.

What I claim as my invention is—

90 In combination with a draw-bar within which an entire link is concealed, the hook D, having shoulder *a* and slot C, operating upon pivot B, the pivoted dog F, and link E, as and for the purposes set forth.

JAMES McCREE.

Witnesses:

H. S. SPRAGUE,  
E. I. SCULLY.