(No Model.)

W. A. KEAHEY.

CAR COUPLING.

No. 546,539. Patented Sept. 17, 1895.

Fig. 1.

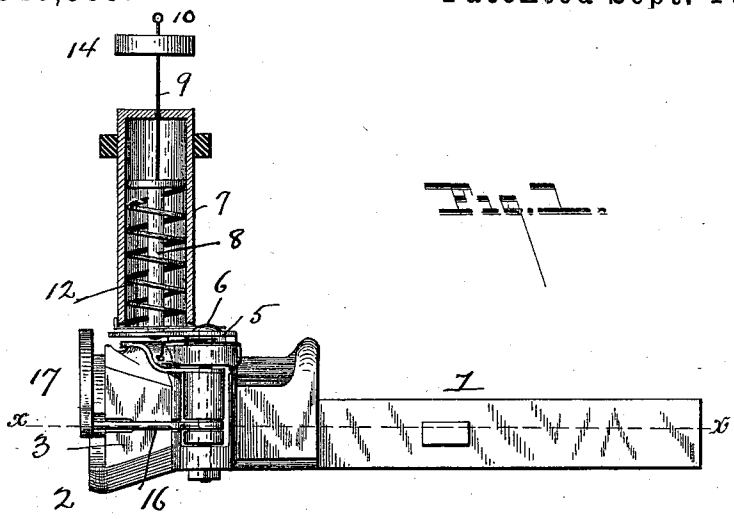


Fig. 2.

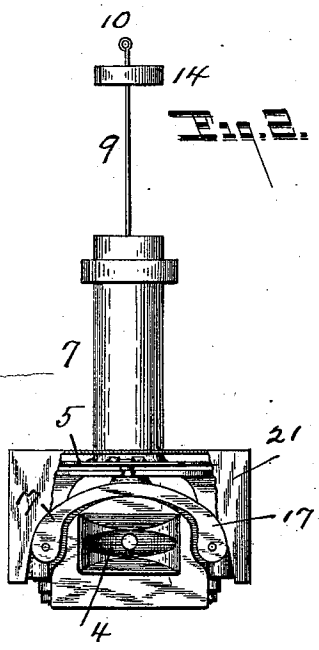


Fig. 3.

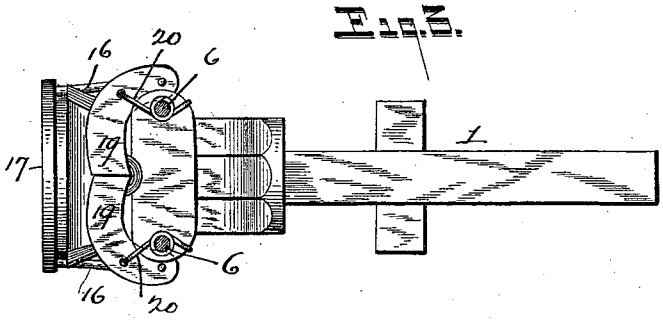


Fig. 4.

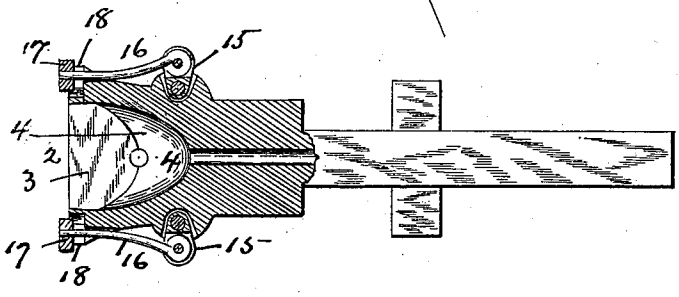
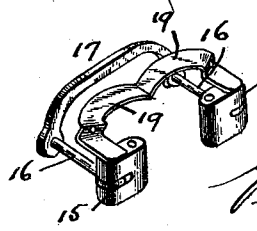


Fig. 5.



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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 546,539, dated September 17, 1895.

Application filed November 10, 1893. Renewed April 24, 1895. Serial No. 547,048. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. KEAHEY, a citizen of the United States, and a resident of Garnett, in the county of Lincoln and State of Arkansas, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in car-couplers of that class or description in which the coupling-pins are automatically engaged with the links upon the cars coming together, thus obviating the necessity of a brakeman or other person going between the cars in order to couple the same.

The object of the invention is to provide an improved car-coupler which shall possess superior advantages with respect to simplicity and efficiency in operation.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a view, partly in section and partly in elevation, of a car-coupler constructed in accordance with my invention, the crossing or housing being removed. Fig. 2 is a front view of one of the draw-heads. Fig. 3 is a plan view, the housing and the tube containing the coupling-pin being removed. Fig. 4 is a horizontal section on the line *x x*, Fig. 2. Fig. 5 is a detail view.

In the said drawings, the reference-numeral 1 designates the draw-bar, which is secured to the car in the ordinary manner and is provided with the usual head 2, having a flaring mouth 3. In its interior the draw-head is formed with a groove 4, in which one end of the link rests, so as to keep the same in proper alignment. Secured to a plate 5, bolted by means of bolts 6 to the draw-head, is a vertical tube 7, in which is located a coupling-pin 8, having a rod or stem 9, projecting through the upper end of the tube and formed into a loop 10, for the attachment of a chain or cord by which the coupling-pin may be elevated.

The numeral 12 designates a contractile spring secured to the head of the coupling-pin and to the lower portion of the tube, the tendency of the spring being to shoot the coupling-pin into the openings in the coupling-head.

The rod or stem 9 is provided with a rubber button 14, to prevent entrance of snow, rain, or dirt into the tube.

Pivoted on the bolts 6 at each side of the draw-head are lugs 15, connected by means of short rods 16 with a curved transverse bar 17, located in a groove 18 in the front end of the draw-head. Secured to the lugs 15 are plates 19, which project between the plate 5 and the upper side of the draw-head. These plates are provided with springs 20, the tendency of which is to throw them under the lower end of the coupling-pin when the latter is elevated, and thus hold the same in its elevated position.

The numeral 21 designates a housing to protect the parts from the injurious effects of snow, rain, and dirt.

The operation is as follows: The coupling-pin is elevated from the top, the side, or the inside of the car by raising the stem or rod connected therewith and is held in place by the spring-actuated plates 19, which are projected underneath thereof. When a car approaches to be coupled, the link enters the mouth of the draw-head and the curved bars 17 strike each other, forcing the plates 19 outward, releasing the pin, which is forced down through the draw-head into engagement with the link.

Having thus described my invention, what I claim is—

In a car coupler, the combination with the drawbar having a head and a flaring mouth with a groove therein, of the plate bolted to said drawhead, the tube secured thereto, the coupling pin located in said tube, having a rod or stem and a coiled spring, the lugs pivoted on the bolts of said plate, the rods, the transverse bar connected therewith located in front of the drawhead, and the spring actuated plates secured to said lugs and adapted to be projected under the coupling pin, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

WILLIAM A. KEAHEY.

Witnesses:
H. L. ATKINSON,
J. G. ATKINSON.