

(No Model.)

R. D. McGEE.
CAR COUPLING.

No. 508,899.

Patented Nov. 14, 1893.

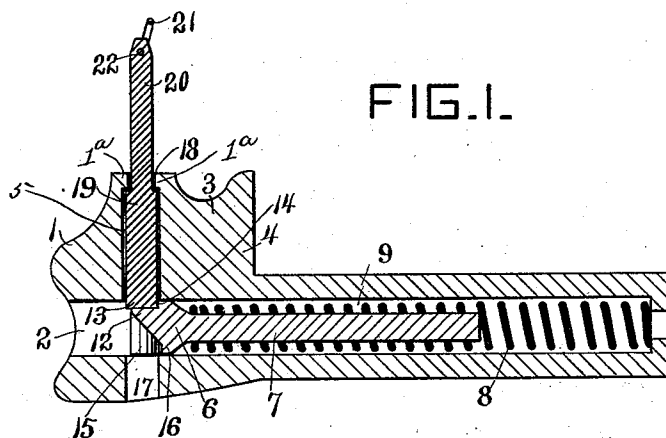
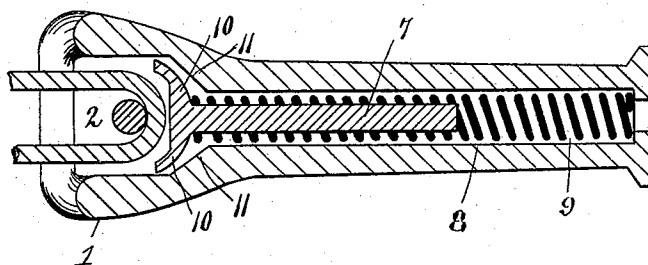


FIG. II.



WITNESSES.

Walter E. Allen.
Edward D. Hughes.

INVENTOR.

ROBERT D. McGEE

BY Knight Bros.
ATTORNEYS

UNITED STATES PATENT OFFICE.

ROBERT D. MCGEE, OF OWENSBOROUGH, KENTUCKY, ASSIGNOR OF ONE-
FOURTH TO JOSH T. GRIFFITH, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 508,899, dated November 14, 1893.

Application filed March 3, 1893. Serial No. 464,567. (No model.)

To all whom it may concern:

Be it known that I, ROBERT D. MCGEE, a citizen of the United States, residing at Owensborough, in the county of Daviess and State of Kentucky, have made certain new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention consists in certain details of construction hereinafter particularly pointed out in the claims, being first fully described with reference to the accompanying drawings, in which—

Figures I and II represent my improved draw-head and coupling-pin in vertical and horizontal longitudinal section respectively.

1 represents the draw-head provided with a link chamber 2 and the upper extension 3 formed with abutment shoulder 4 and pin-socket 5. In the link chamber 2, is located a longitudinally sliding detent 6 having a rearwardly extending stem 7 and projecting spring 8. This sliding detent together with its stem 7 and spring 8, works in the link chamber 2 and a rearwardly extension 9 of said chamber. To retain the detent in the proper relative position it is made square and to limit its rearward movement it has lateral extensions 10 which abut against shoulders 11 in the link chamber. As will be seen by reference to Fig. I the detent 6 has a seat 12 upon which rests the pin 13 when in its elevated position while the shoulder 14 of said seat limits the projection of the detent 12 while the pin is in said elevated position. The forward face 15 of the detent 12 is inclined rearwardly and downwardly while near its lower edge it is formed with a shoulder 16. The object and effect of thus forming the end of this detent are to hold the end of the incoming link downward so that it will not ride up and interfere with the dropping of the pin but at the same time to insure the reception of the impact of said link sufficient to displace the detent 12 from beneath the pin and allow the latter to fall in the opening of the link.

The pin-socket 5 of the draw-head 1, is open at bottom as shown at 17 while at top it has an annular projection 1^a, formed integral with the drawhead, and having a reduced aperture 18. The pin 13 is formed, as

shown with the body or pin proper 19 which works in the socket 5 and engages the link and the reduced stem 20 which projects upward through the aperture 18 and by which the pin is controlled. The pin is inserted from beneath, the stem 20 passing up through the aperture 18, and the ring 21 or other suitable device to increase the transverse diameter of the stem, is inserted through an opening 22 so that the pin is prevented from dropping out.

The operation of the device as above-described will be obvious. It will be understood that to the ring 21 may be attached any suitable means for withdrawing the pin without passing between the cars and it will be seen that in this operation on withdrawing the pin by whatever means, the draw-head is always set for automatic coupling.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

1. A car-coupling comprising a draw-head 1, provided with a link-chamber 2, having an extension 9, an upper extension 3, the upper pin-socket 5, lower pin-socket 17, and the annular projection 1^a formed in one piece with the upper extension, having the reduced aperture 18, the detent 6 having a stem 7, the spring 8, the pin 19, having a reduced stem 20, and inserted from beneath the draw-head and a removable device for increasing the transverse diameter of the pin-stem and supporting the pin; substantially as described.

2. A car-coupling comprising a draw-head 1, provided with a link-chamber 2, having an extension 9, an upper extension 3, the upper pin-socket 5, the lower pin-socket 17, and the annular projection 1^a formed in one piece with the upper extension, having the reduced aperture 18, the detent 6, having a stem 7, the spring 8, the pin 19 having a reduced stem 20 provided with a transverse opening 22 and inserted from beneath the draw-head, and a removable ring 21 by which the pin is supported in operative position; substantially as described.

ROBERT D. MCGEE.

Witnesses:

J. N. GRADY,
R. J. MCGEE.