(No Model.)

M. E. McDONALD.

CAR COUPLING.

No. 286,622. Patented Oct. 16, 1883.

Fig. 1.

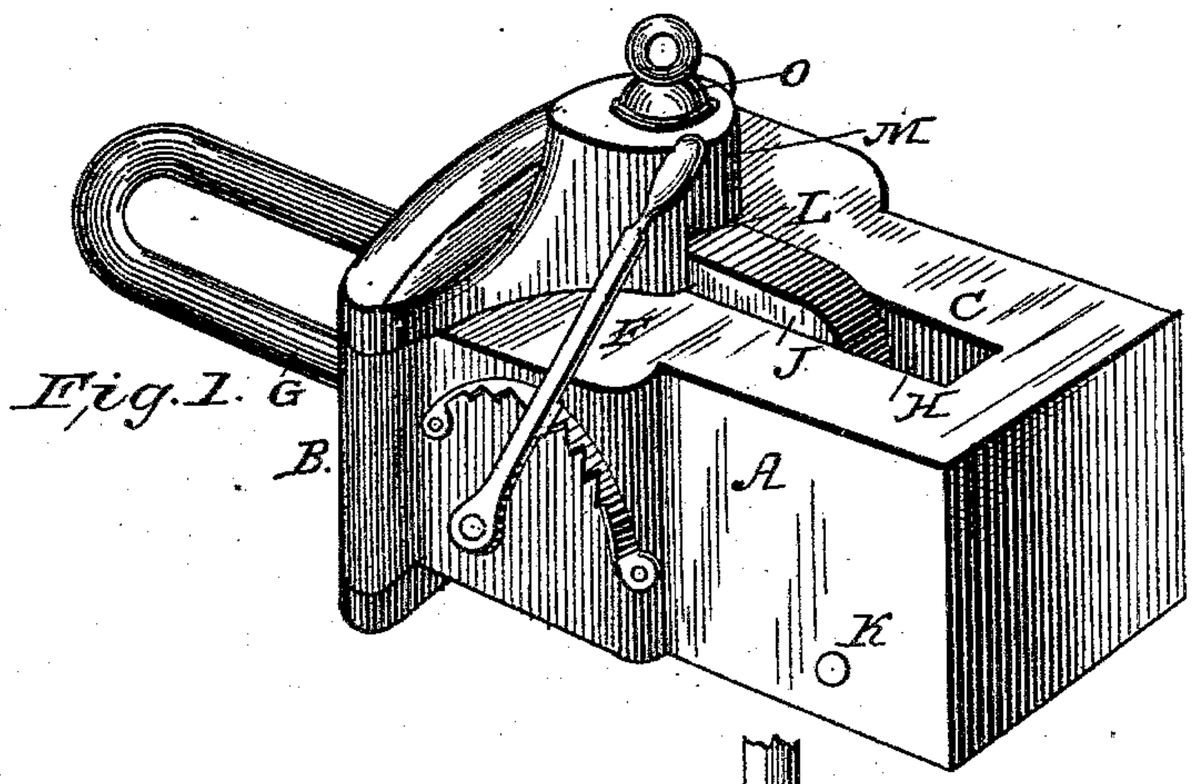


Fig. 2.

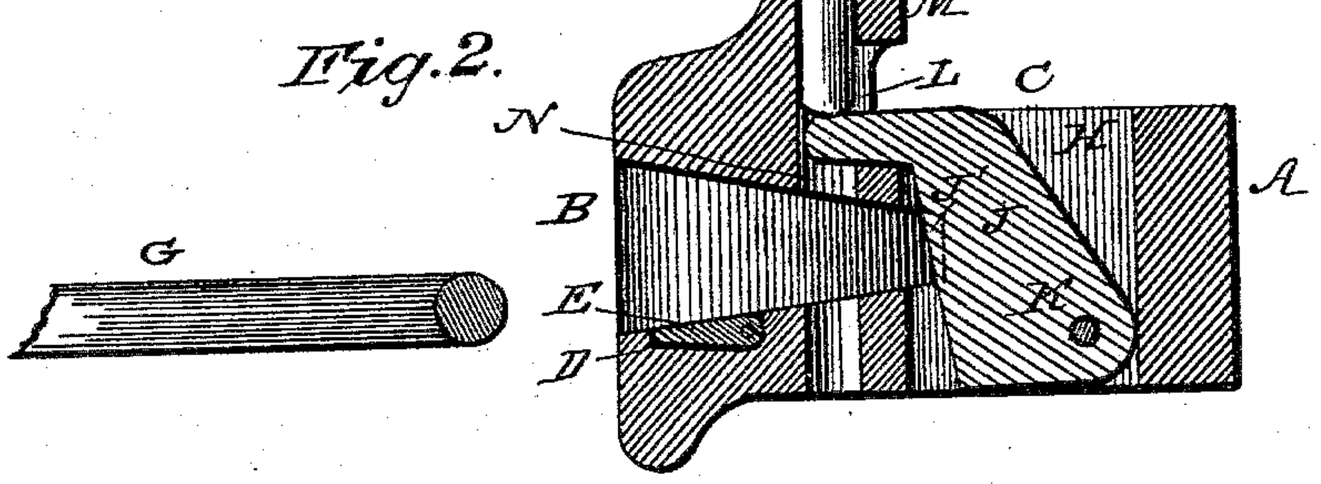


Fig. 3

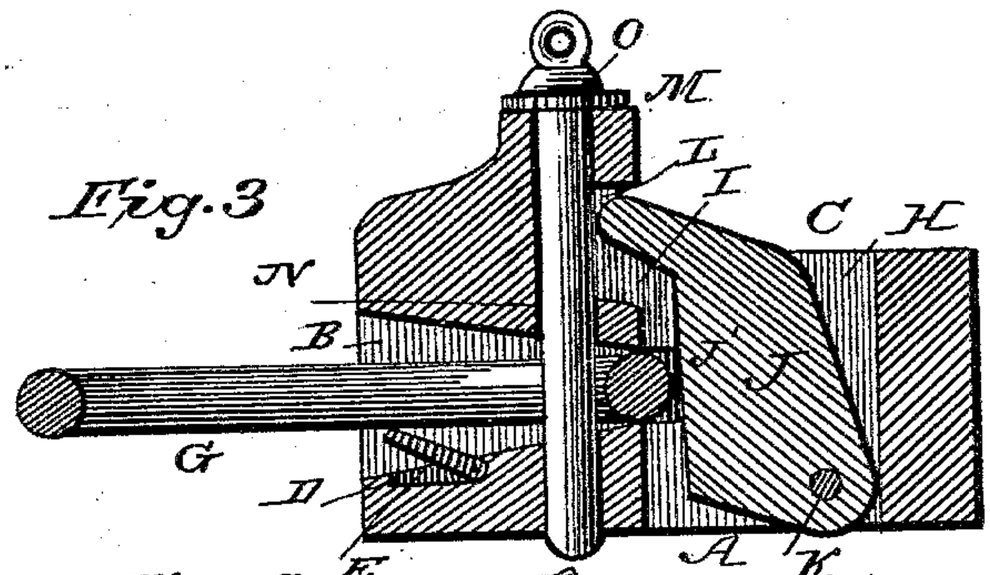
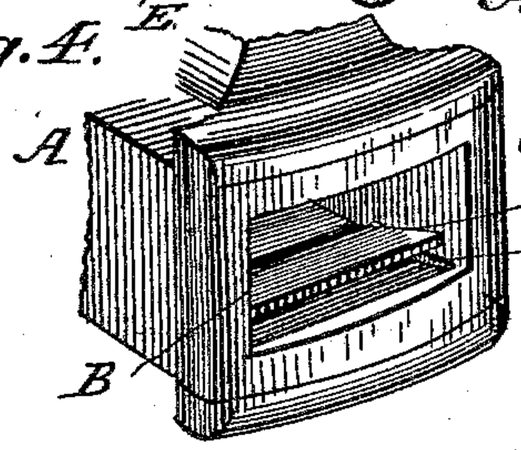


Fig. 4.



WITNESSES:

Fred. L. Dieterich.

Wm. Fecher

Michael E. McDonald.

INVENTOR.

By Louis Bagger & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

MICHAEL E. McDONALD, OF SCRANTON, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 286,622, dated October 16, 1883.

Application filed September 7, 1883. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL E. McDONALD, a citizen of the United States, and a resident of Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a clear, full, 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, and in which—

Figure 1 is a perspective view of my improved car-coupling, showing the link inserted. Fig. 2 is a vertical longitudinal section with the link removed prior to coupling. Fig. 3 is a similar view, showing the link inserted; and Fig. 4 is a perspective front view of the draw-head.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to so-called "automatic" or "self-acting" car-couplings; and it consists in the improved construction and combination of parts of the same, which will be hereinafter more fully described and claimed.

In the accompanying drawings, A denotes the draw-head of my improved car-coupling, and B the mouth of the same, which is narrowed gradually toward its rear part, C. In the front part of the mouth or opening B is a transverse recess, D, in which is pivoted a plate, E, operated by a handle, F, for adjusting the elevation of the link G when this is inserted into the draw-head. The back part of the draw-head has a vertical slot, H, which opens into the mouth B C at I, and into this slot is pivoted the hook-shaped latch or stop J, the weighted lower end of which is hung upon the bolt K, inserted transversely through the rear end of the draw-head. The free end of the latch J will by the gravity of the latch be caused to project through the slot or opening L in a bearing, M, on top of the draw-head, so as to be in a line with the aperture N, in which the coupling pin or bolt O works. In Fig. 2 of the drawings I have shown the hook-shaped latch in this position, closing the aperture N at its lower end and supporting the coupling-bolt O, and when the latch is in this position it will be seen that it projects through the slot or opening I in the back of the link-chamber B C. It follows that when the link is inserted it will strike against this projecting part, (indicated by the letter J',) and thus tilt the latch back in its slot or recess H, which releases the coupling pin or bolt and allows it to drop down through the link, and thus effect the coupling. The free end of the link is adjusted at its proper elevation to engage the opposite draw-head by means of the adjusting-plate E.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination, in a car-coupling, of the draw-head A, having link-chamber B C, vertical recess H, transverse recess D, and the slots or openings I and L, hinged plate E, having lever F, and hook-shaped gravity-latch J J', adapted to project with its free end through the slot L into the bolt-bearing M, the whole constructed and combined substantially as and for the purpose shown and set forth.

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

MICHAEL E. McDONALD.

Witnesses:
R. J. BEAMISH,
JNO. E. ROCHE.