

(No Model.)

T. L. McKEEN.

CAR COUPLING.

No. 297,428.

Patented Apr. 22, 1884.

FIG-1-

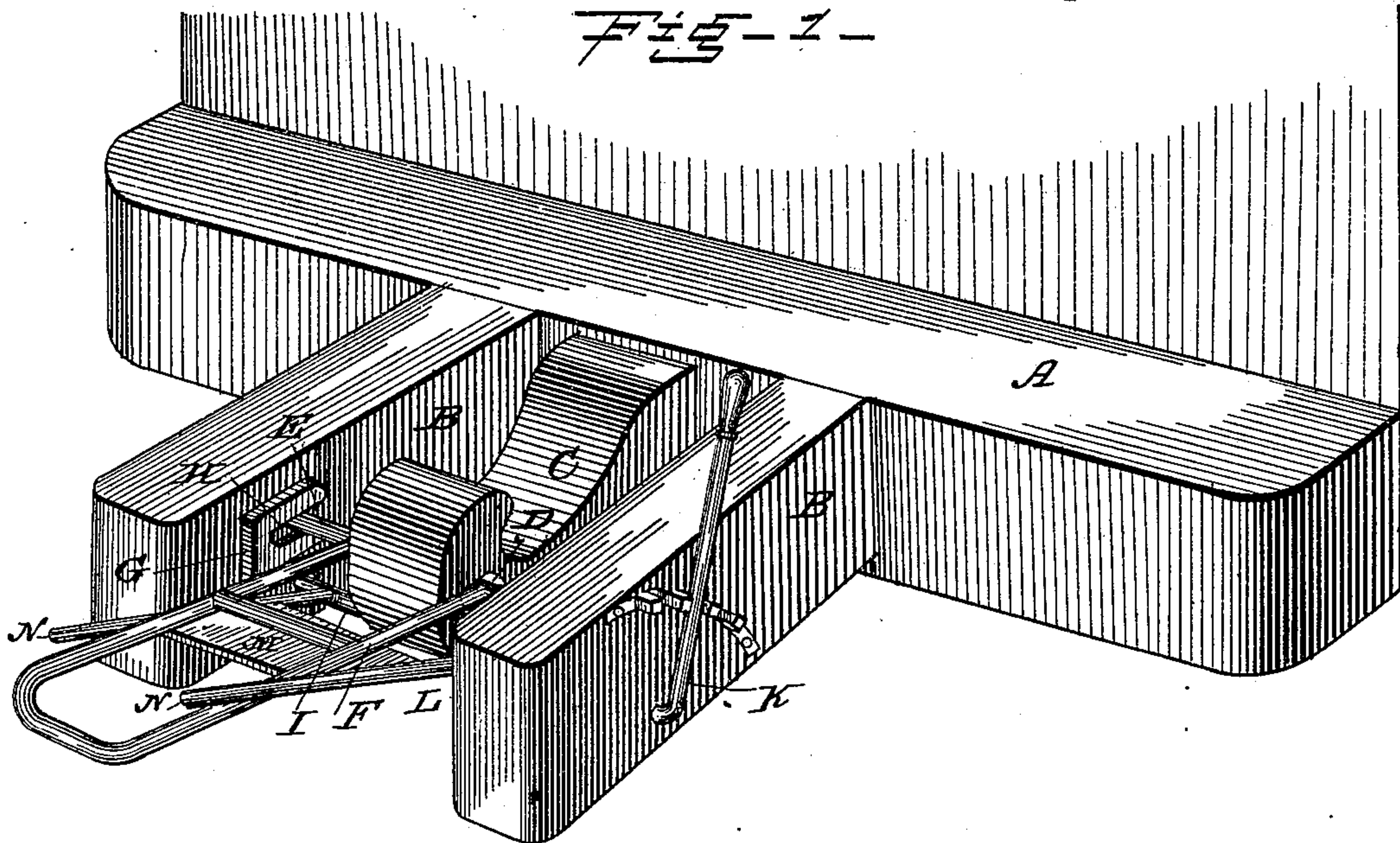


FIG-2-

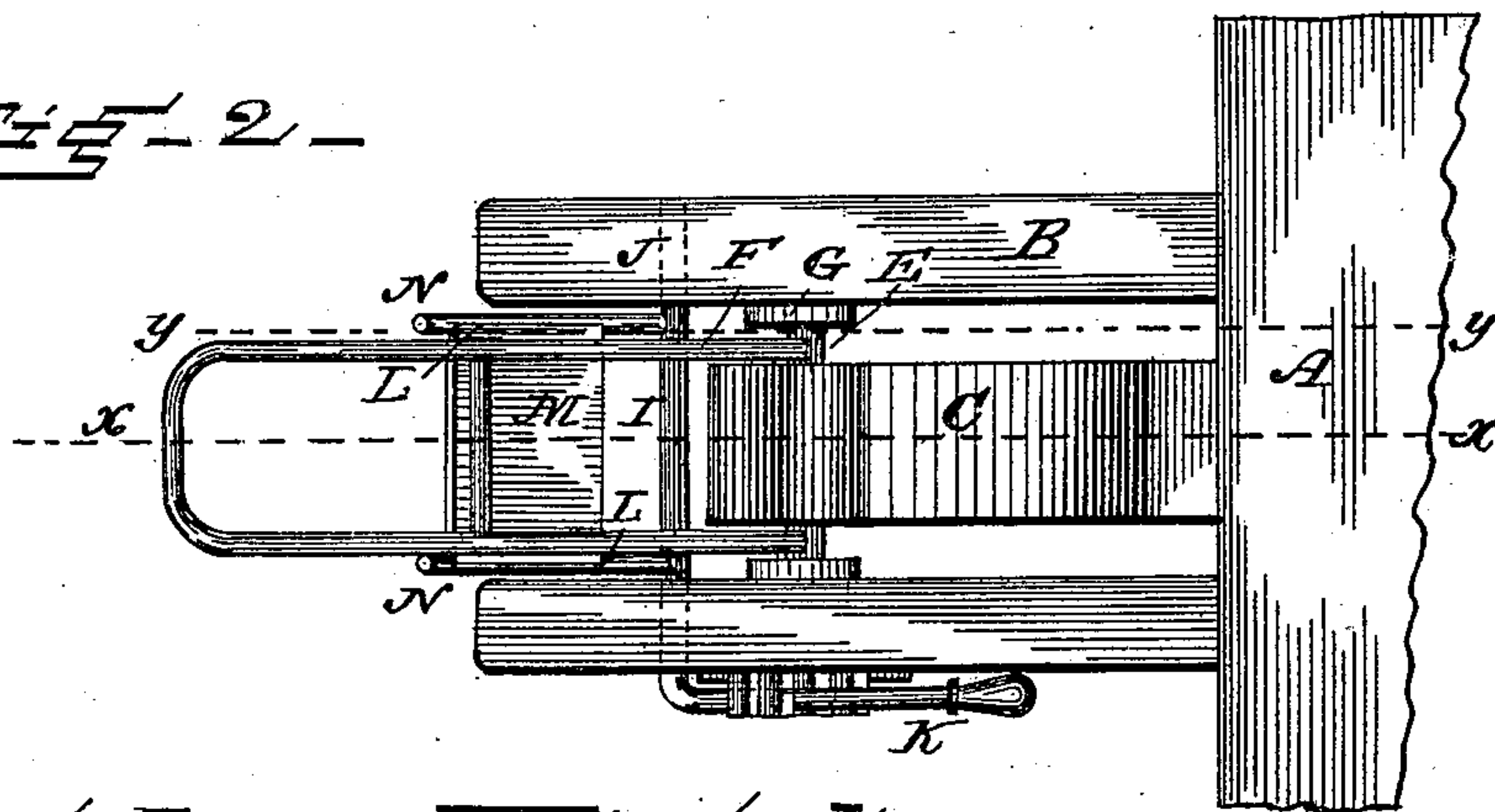


FIG-3-

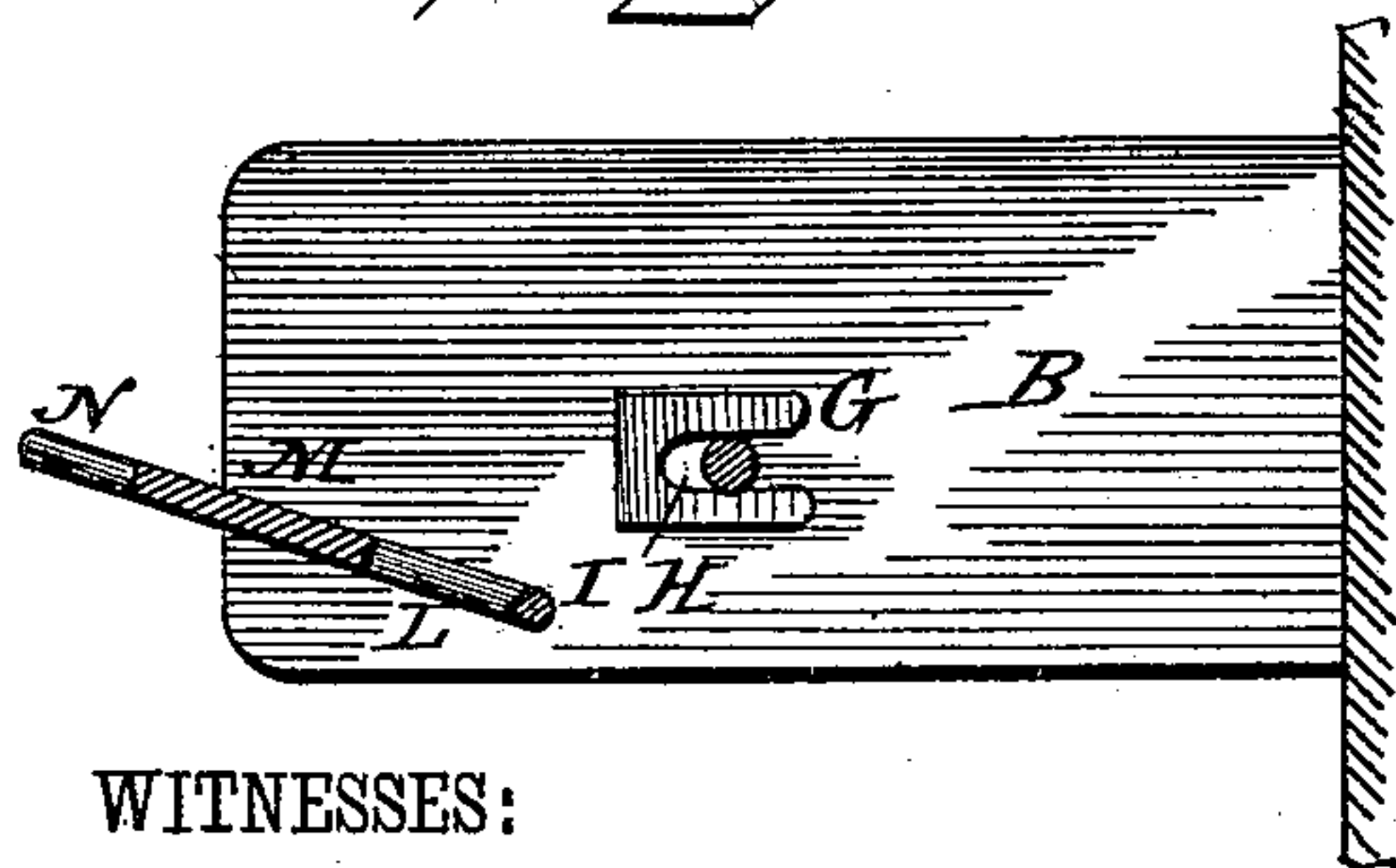
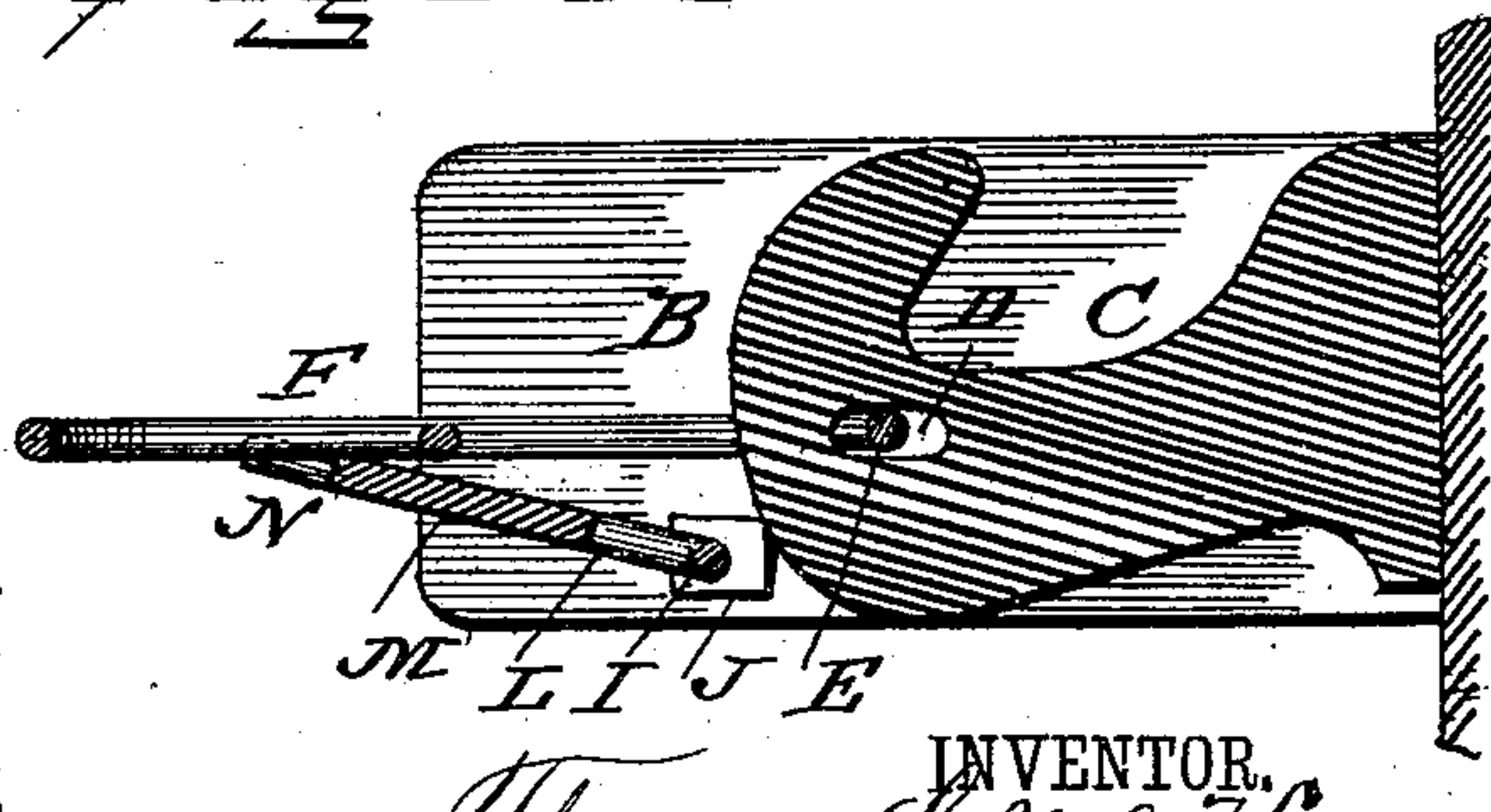


FIG-4-



WITNESSES:

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UNITED STATES PATENT OFFICE.

THOMAS L. McKEEN, OF EASTON, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 297,428, dated April 22, 1884.

Application filed March 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS L. McKEEN, of Easton, in the county of Northampton and State of Pennsylvania, have invented certain
5 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
10 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. Fig. 2 is a top view of
15 the same. Fig. 3 is a vertical section on line *x x*, Fig. 2; and Fig. 4 is a similar view on line *y y*, Fig. 2.

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

20 My invention has relation to that class of car-couplings in which a link hinged upon the draw-head of one car is hooked over the hook-shaped draw-head of the other car; and it consists in the improved construction and
25 combination of parts of the same, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates a portion of the platform or bottom of the car, the forward end of which is
30 provided with two bumpers, B B, between which the hook-shaped draw-head C projects, which may be connected to the draw-bar in any suitable manner. The forward end of the draw-head has a longitudinal horizontal slot,
35 D, under the upwardly-projecting horn of the head, in which slot a transverse bar, E, slides, which forms at its middle the inner end of the link F, and slides with its ends in boxes G upon the inner sides of the bumpers, which
40 boxes have longitudinal horizontal slots H, open at their rear ends. A transverse bar, I, turns in bearings J in the bumpers, and is provided at its ends with handles or levers K, while its middle is provided with two projecting
45 arms, L, between the outer portions of which is secured a plate, M, leaving the ends N N of the bars or arms to project beyond its outer edge. The ends of these arms are a sufficient distance apart to clasp the sides of
50 the link between them, and the link may rest upon the outer edge of the plate, which, with the projecting ends of the arms, will serve to guide the link to hook over the other draw-head, when the plate is raised by means of the
55 handles upon the ends of the transverse rod.

It will be seen that the link will be prevented from being turned to either side by the transverse rod, and that the horizontal slots in the draw-head, and in the boxes upon the sides of the bumpers, will allow the link to slide in-
60 ward, when the draw-heads are brought together, the entire coupling being very simple of construction, and not liable to get out of order.

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

1. The combination of a hook-shaped draw-head having a horizontal longitudinal slot near its outer end, a link having its inner
70 end forming a transverse bar sliding in the slot, and two bumpers, one upon each side of the draw-head, and having longitudinally slotted bearings upon their inner sides for the reception of the ends of the transverse bar, as
75 and for the purpose shown and set forth.

2. The combination, in a car-coupling, of a link hinged at its inner end in a hook-shaped draw-head, with a transverse bar turning in
80 transverse bearings in two bumpers upon the sides of the draw-head, having handles upon its ends, and having two projecting rods upon its middle provided with a plate secured between them at a short distance from their ends, the said arms and plate being adapted to clasp
85 and support the link, as and for the purpose shown and set forth.

3. In a car-coupling of the described class, the combination of a hook-shaped draw-head, having a horizontal slot near its outer end,
90 two bumpers secured at the sides of the draw-head, and having longitudinally-slotted boxes upon their inner sides, open at the rear ends, and forming transverse bearings, a link having a transverse bar at its inner end sliding
95 in the horizontal slot in the draw-head, and sliding with its ends in the slotted boxes upon the bumpers, and a transverse bar turning in the bearings in the bumpers, having handles upon its ends, and having two projecting arms
100 connected near their ends by a plate, and adapted to support and clasp the link, 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
105 in presence of two witnesses.

THOMAS L. McKEEN.

Witnesses:

MORRIS KIRKPATRICK,
JOHN S. NOBLE.