

(No Model.)

J. McCREE.
CAR COUPLING.

No. 348,567.

Patented Sept. 7, 1886.

Fig. 1.

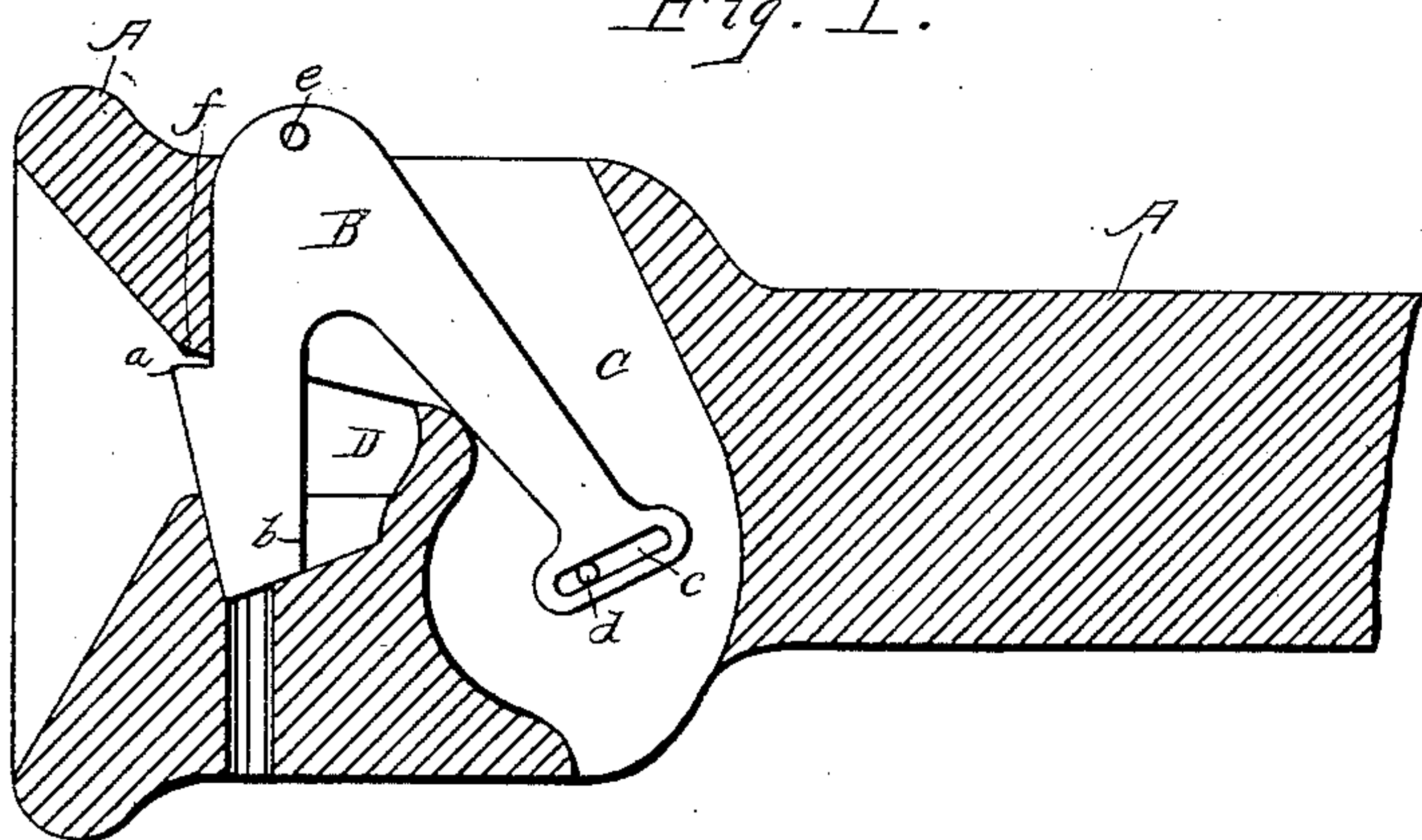
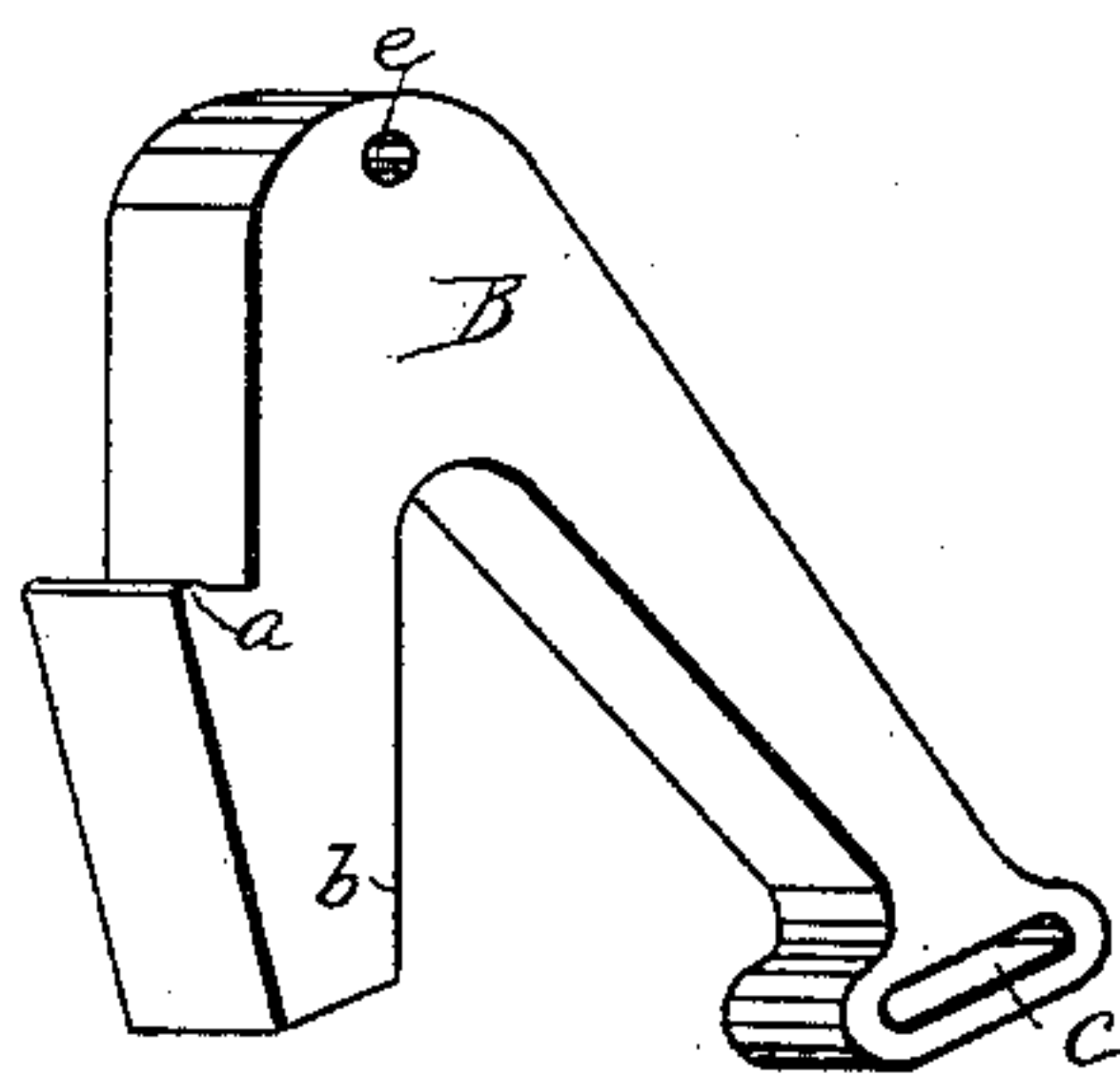


Fig. 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

JAMES MCCREE, OF LANSING, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 348,567, dated September 7, 1886.

Application filed May 28, 1886. Serial No. 203,572. (No model.)

To all whom it may concern:

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

10 The nature of my present invention relates to improvements in automatic car-couplers, in which a gravity-dog or coupling-hook relieved from strain at pivotal point and having an angle of about forty-five degrees and resting
15 upon pivot in slot and point of dog below line of draft, as described in Letters Patent No. 267,096, issued to me November 7, 1882.

My present invention consists in the change in form of front face of coupling-hook, angular
20 slot in back of hook, and bevel of toe of hook.

In the accompanying drawings, which form a part of this specification, like letters refer to like parts.

25 Figure 1 represents a vertical longitudinal section of the draw-head and coupling-hook. Fig. 2 is a perspective view of coupling-hook disengaged.

A shows draw-head.

B is coupling-hook.

30 C is opening in draw-head in which the coupling-hook works.

D shows line of draft.

35 a shows notch in front face of coupling-hook cut on the same bevel as the small face at mouth of draw-head shown by f.

b refers to bevel on toe of coupling-hook.

c shows angular slot in lower or back end of the coupling-hook.

40 d shows a pin passing through the slot c, which gives the coupling-hook its pivotal motion.

e shows hole at the highest point of the hook.

f shows a small face on the upper side of the

mouth of the draw-head, and cut on an angle to fit the bevel shown by a on the front face of
45 the coupling-hook. The hook is preferably of the form shown, and when in operation occupies the position shown in Fig. 1. It will be noticed that that portion of the coupling-hook
50 which is above the notch a is perpendicular, resting squarely against that portion of the draw-head designated as the "back part of the roof of the mouth of draw-head." In practice
55 the link is pushed against the coupling-hook, pushing it back until the notch a will clear the face f, when the end of the slot c, coming in contact with the pivotal pin d, the hook B
60 will rise sufficiently to allow the link to pass on under the end or point of the hook, when the same drops by gravity and engages the inside of the link, and the lower end or toe of
65 hook resting upon the inclined plane slides forward and downward by gravity until the notch a passes under the face-plate f. Should the hook in any way become disabled, the link can be held in place by the common pin now
in use, as the draw-head is provided with a hole for that purpose.

Having thus fully described my invention, what I claim, and desire to secure by United
70 States Letters Patent, is—

1. A gravity coupling-hook supported within a vertical slot and resting on an angular slot in the back or lower end of the coupling-hook, the toe or front end resting on an inclined plane and presenting a vertical face to
75 draw-head, as herein set forth.

2. A gravity coupling-hook provided on its front face with a notch or lip, a, thereby locking itself without lateral strain by sliding
80 downward and forward upon inclined slot and toe-rest, substantially as herein specified.

JAMES MCCREE.

Witnesses:

EDWARD C. CHAPIN,
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