

(No Model.)

T. B. McDERMOTT.  
CAR COUPLING.

No. 501,805.

Patented July 18, 1893.

Fig. 1.

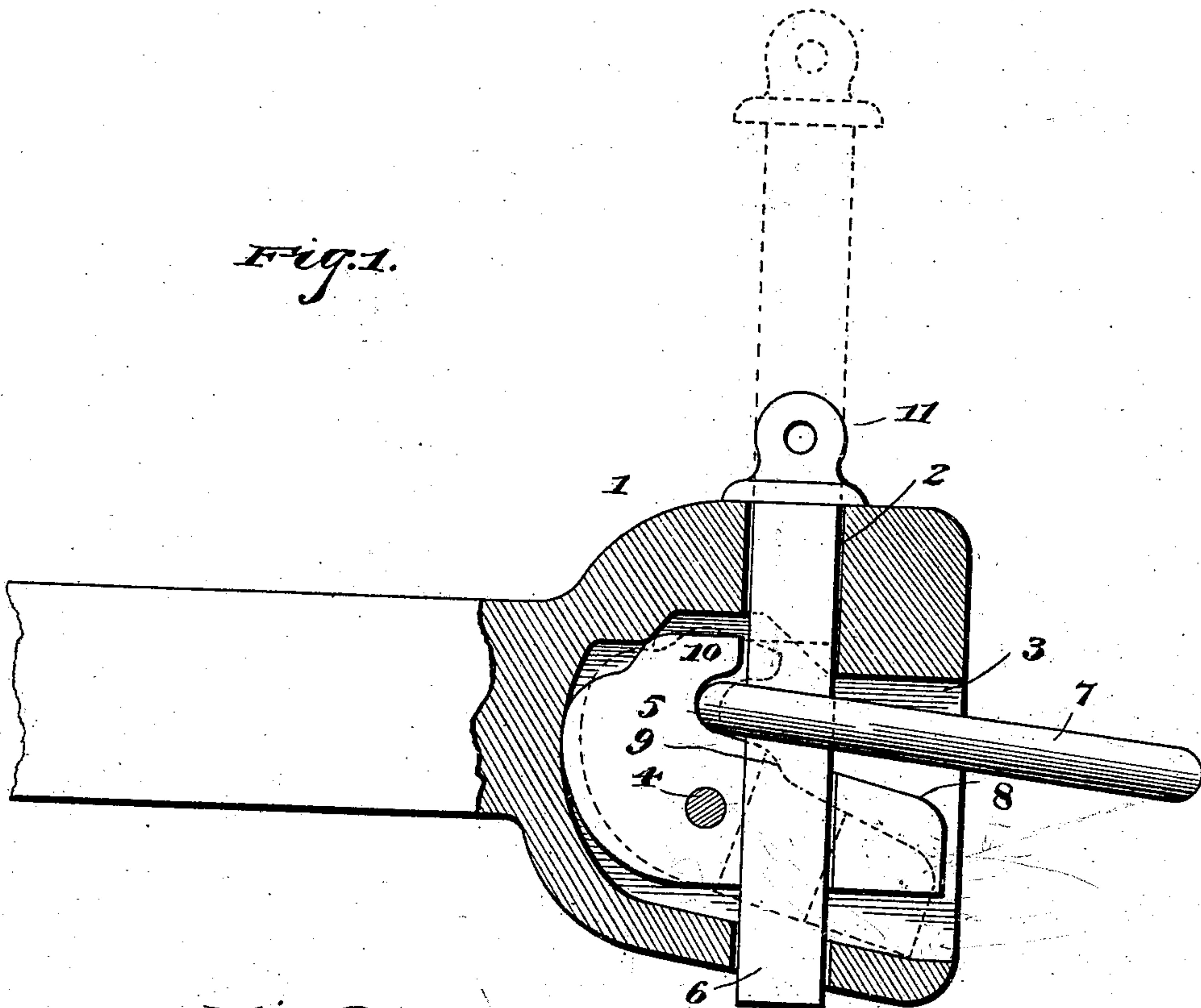
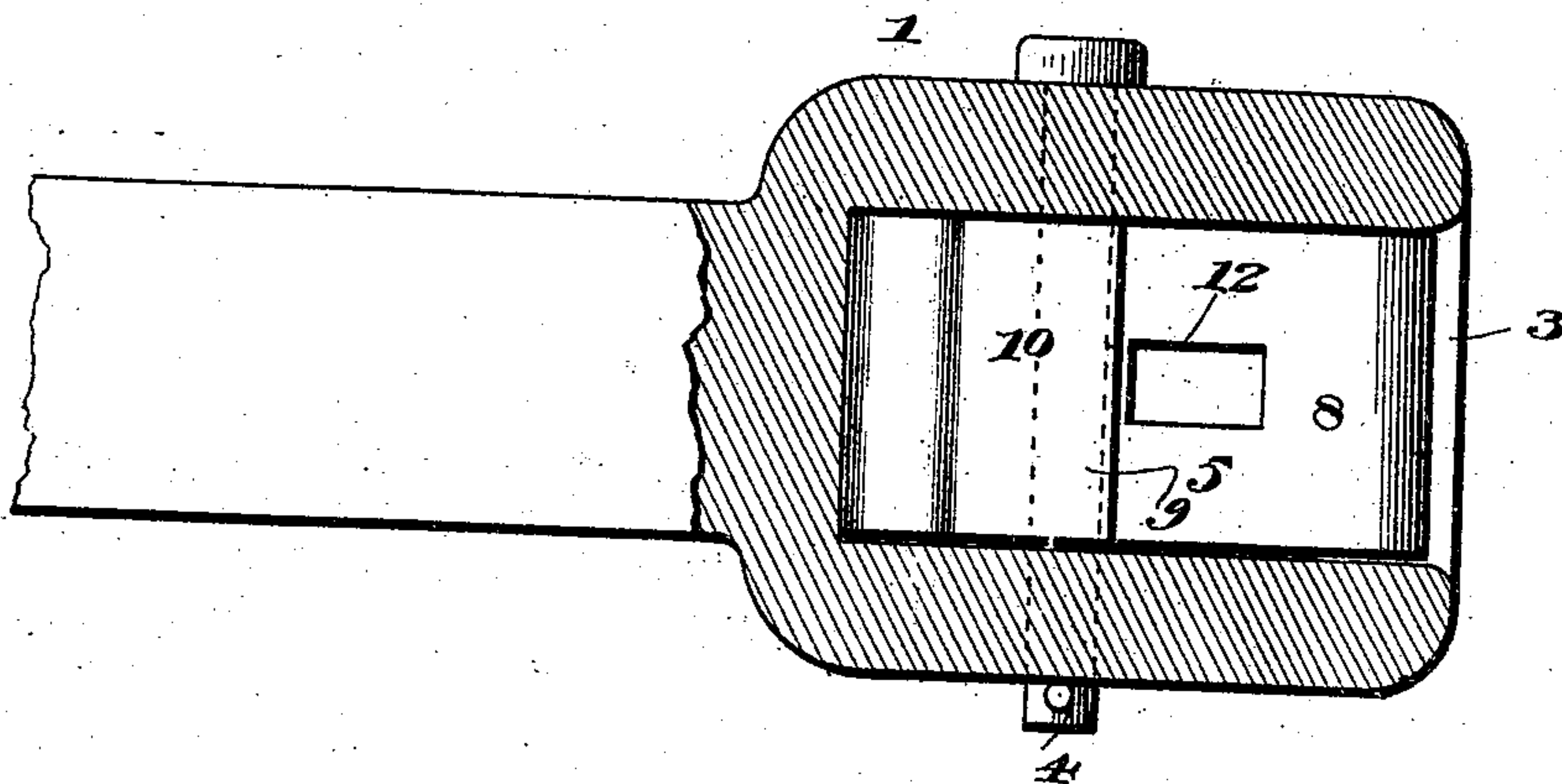


Fig. 2.



Witnesses

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# UNITED STATES PATENT OFFICE.

THOMAS B. McDERMOTT, OF PORTLAND, OREGON.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 501,805, dated July 18, 1893.

Application filed March 23, 1893. Serial No. 467,315. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS B. McDERMOTT, a citizen of the United States, residing at Portland, in the county of Multnomah and State of Oregon, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to simplify and improve the construction of pin and link car couplings, and to provide one which will be automatic in its operation, positive and reliable, and which will not necessitate persons going between cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a vertical sectional view of a car coupling constructed in accordance with this invention. Fig. 2 is a horizontal sectional view.

Like numerals of reference indicate corresponding parts in both the figures of the drawings.

1 designates a draw-head having vertical coupling pin perforations 2 and provided with an enlarged link opening or cavity 3, in which is mounted on a horizontal pin 4, a pivoted pin support 5 adapted to hold a coupling pin 6 in an elevated position and to be tilted rearward by the link of an approaching car to withdraw its support from the coupling pin to cause the latter to fall and engage the link 7. The pin support is nearly equally balanced on the pin 4, whereby it may be readily tilted rearward by the weight of one end of a link. The front portion of the pin support has an inclined upper face 8 when it is in its normal position preparatory to coupling, as illustrated in dotted lines in Fig. 1 of the accompanying drawings, to direct a link into engagement with a shoulder 9 should the link be exceptionally short to cause the pin support to operate. The back of the pin support is provided at the top with a forwardly extending portion or flange 10 which, when the pin support is in its normal position preparatory to coupling, extends forward beneath the upper portion of the coupling pin perforation

to form a rest for the coupling pin 6. The coupling pin is caused to descend by the link 7 engaging the pin support beneath the flange 10 at which point the pin support is hollowed out as shown. The top of the pin is provided with an eye 11 and any suitable means may be provided for elevating the pin for uncoupling, from the sides and top of a car.

When the coupling pin is elevated and supported in position preparatory to coupling, the front portion of the pin support rests upon the bottom of the draw-head as illustrated in dotted lines in Fig. 1, and no auxiliary mechanism is required for preserving the pin support in this position. The pin support is of the same width as the opening or link cavity of the draw-head and presents its upper face to the link on emptying the draw-head.

It will be seen that the car coupling is simple, and inexpensive in construction, that it is automatic, positive and reliable in operation, and that it does not necessitate persons going between cars.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention. The front portion of the pin support is provided with an opening 12 through which the coupling pin falls when the support is withdrawn.

What I claim is—

In a car coupling, the combination of a draw-head having a coupling pin perforation, and a link opening or cavity, a pin support mounted in the draw-head and having its front portion adapted to rest upon the bottom of the draw-head and provided at its rear portion with a forwardly extending supporting flange 10, said pin support being of the same width as the opening of the draw-head and provided on its upper face between its ends with a shoulder 9, a horizontal pin supporting the pin support, and a coupling pin, substantially as described.

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

THOMAS B. McDERMOTT.

Witnesses:

A. J. CLARK,  
W. H. SMITH.