

(No Model.)

T. M. GALLAGHER.
CAR COUPLING.

No. 538,580.

Patented Apr. 30, 1895.

Fig. I.

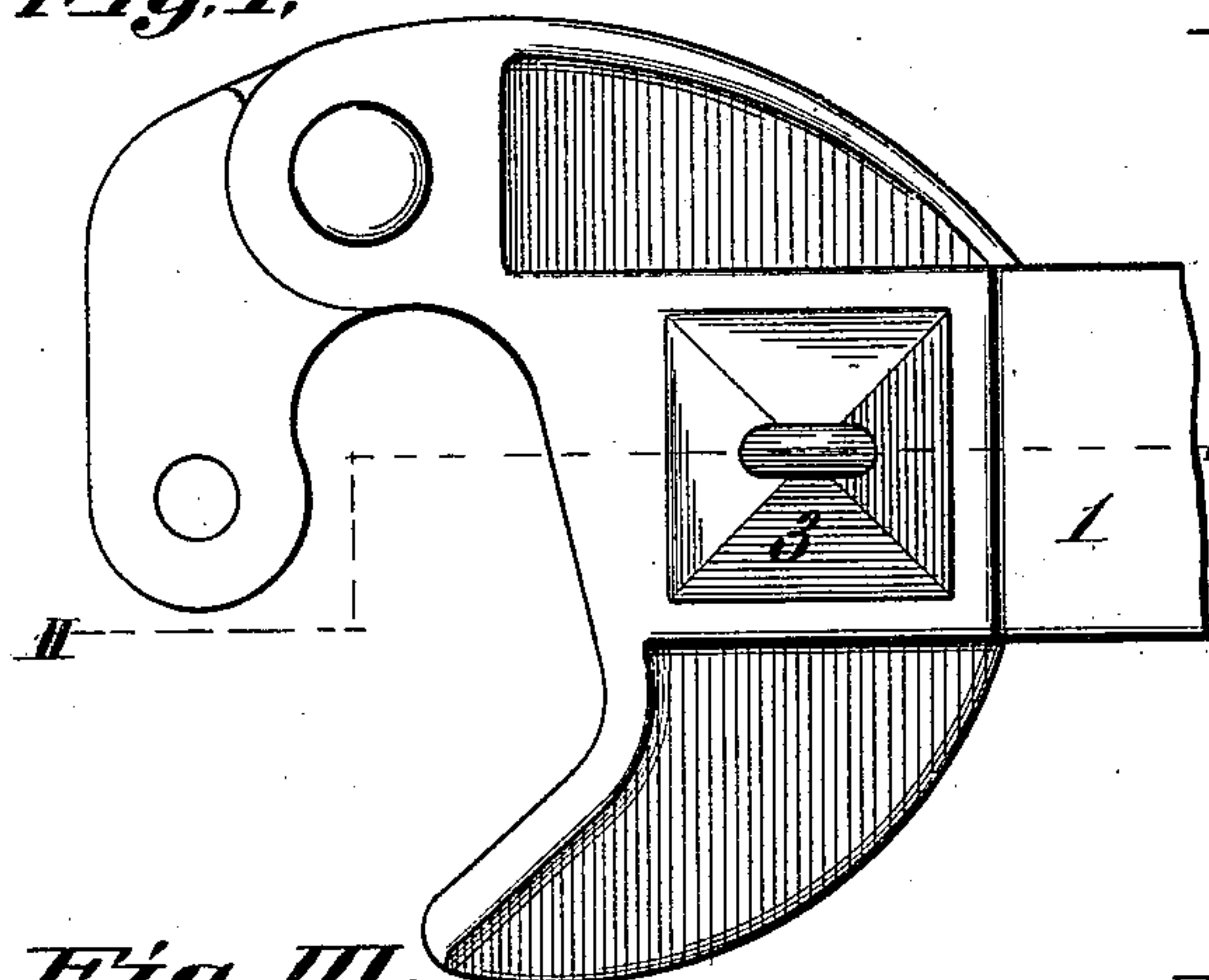


Fig. II.

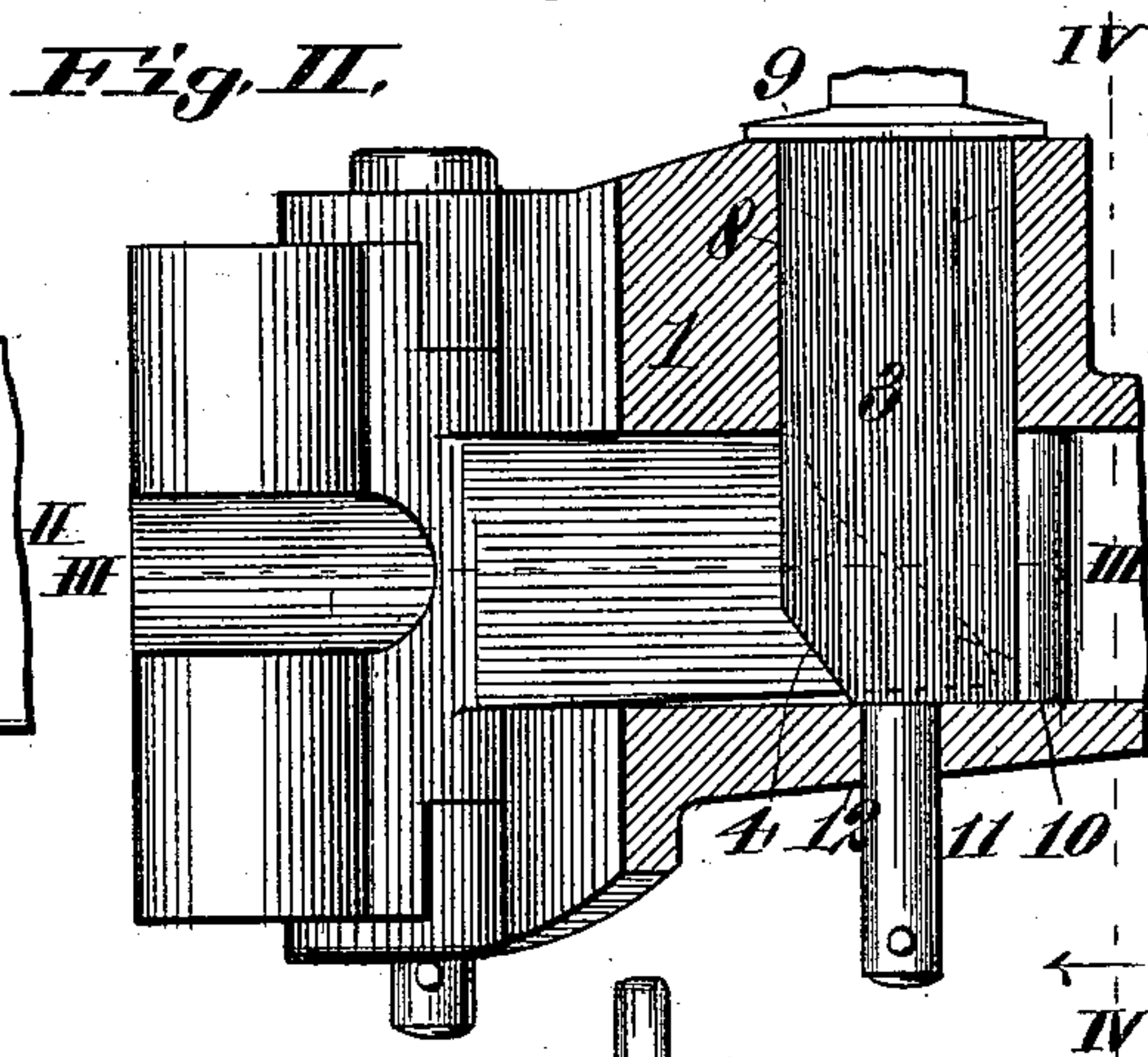


Fig. III.

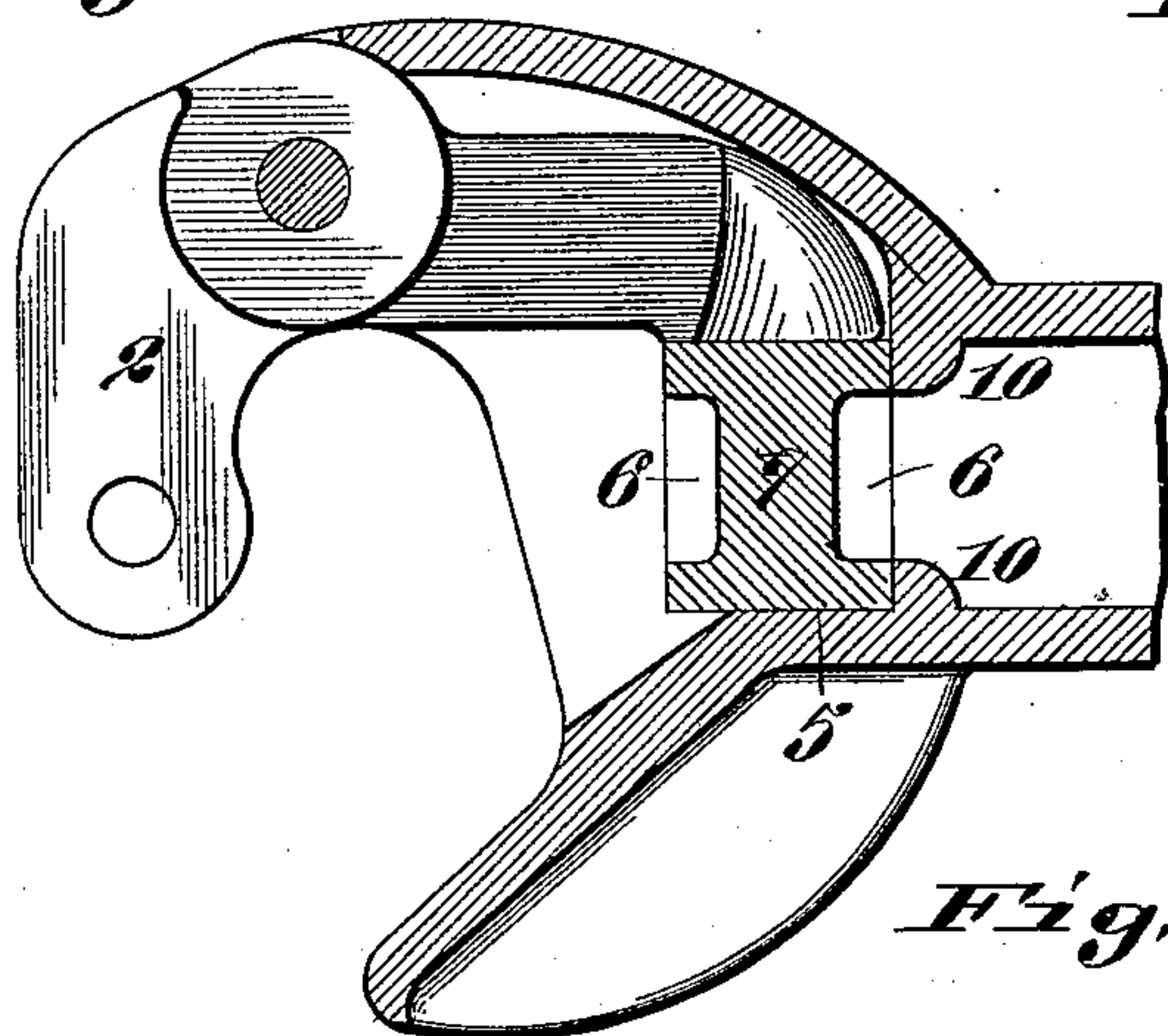


Fig. IV.

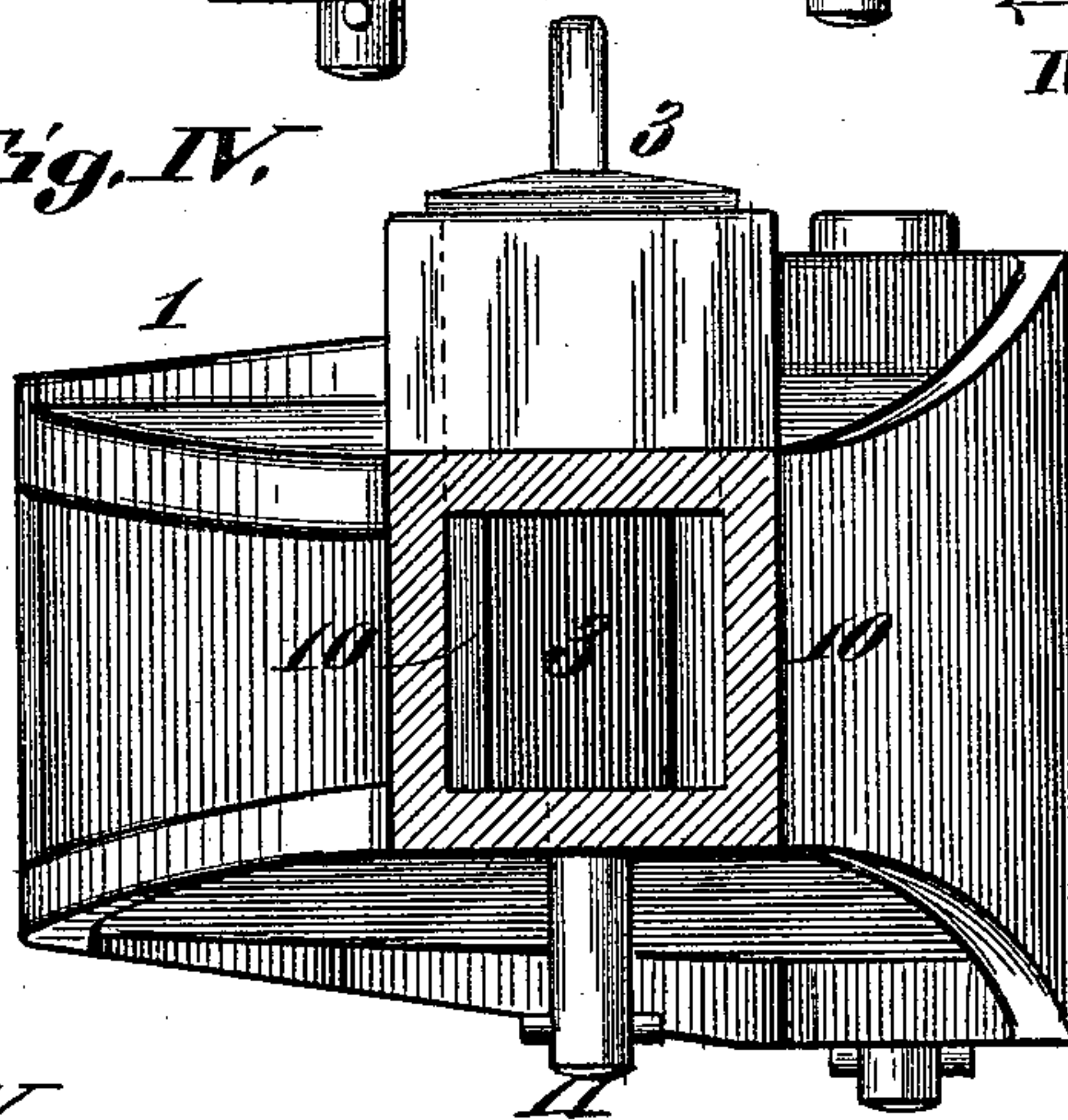
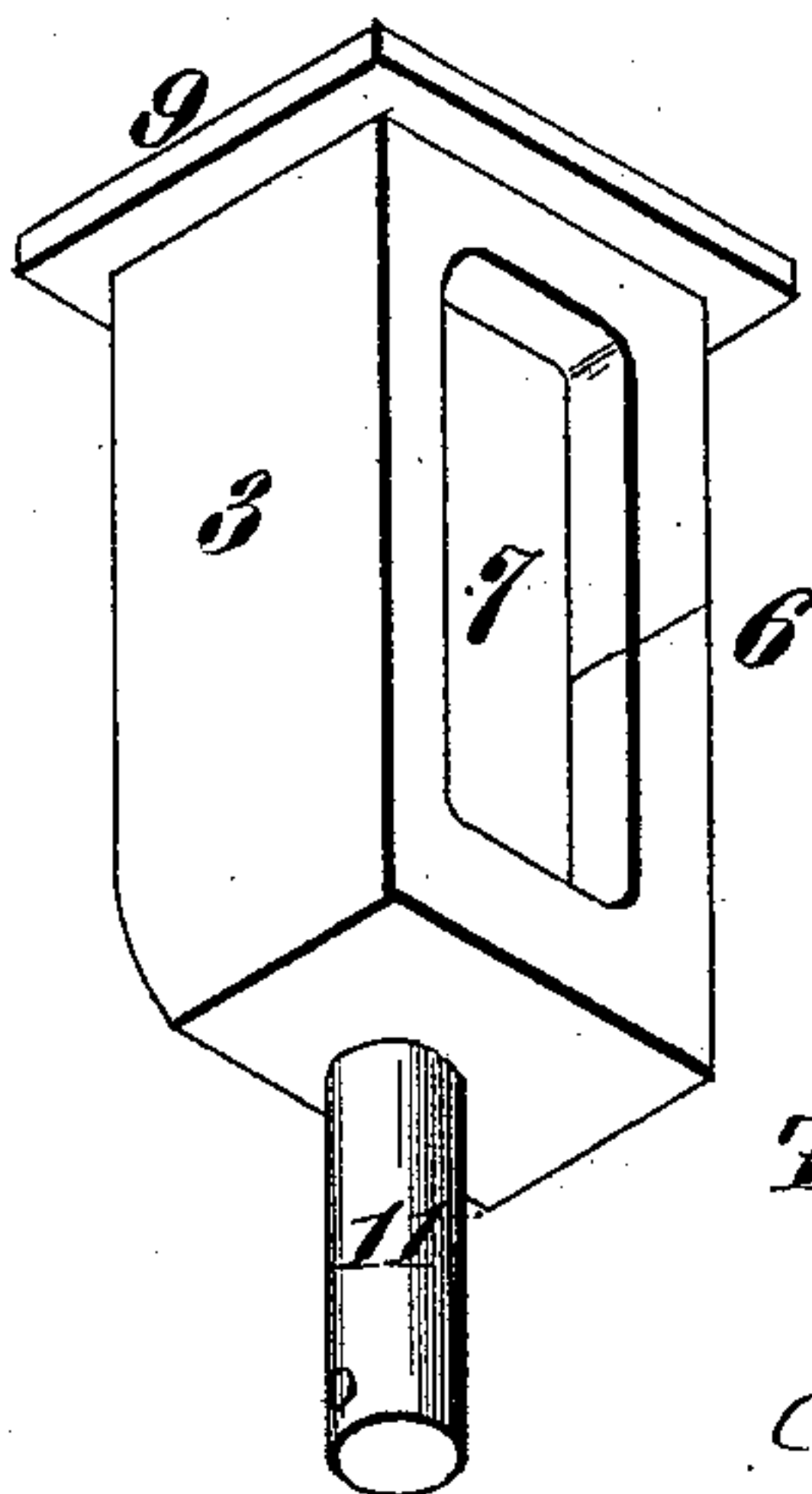


Fig. V.



Attest:
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UNITED STATES PATENT OFFICE.

THOMAS M. GALLAGHER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE SHICKLE,
HARRISON & HOWARD IRON COMPANY, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 538,580, dated April 30, 1895.

Application filed September 13, 1894. Serial No. 522,920. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. GALLAGHER, of St. Louis, Missouri, have made a certain new and useful Improvement upon Car-Couplers, of which the following is a full, clear, and exact description, reference being made to the accompanying drawings, forming part of this specification.

My present invention relates to certain improvements upon the car coupler shown and described in my Patent No. 512,692, issued January 16, 1894.

My present invention consists in features of novelty hereinafter fully described and pointed out in the claim.

Figure I is a top or plan view illustrative of my invention. Fig. II is a vertical section taken on line II II, Fig. I. Fig. III is a horizontal section taken on line III III, Fig. II. Fig. IV is a vertical transverse section taken on line IV IV, Fig. II. Fig. V is a perspective view of the locking-block.

Referring to the drawings, 1 represents the draw-head and 2 the knuckle. The knuckle (including its inner arm with a beveled end) is made the same and is fitted to the draw-head the same as in my patent referred to.

3 represents the locking block having a beveled corner 4, as in my patented invention and for the same purpose. This block bears against the wall 5 of the draw-head, whereby it is relieved of lateral strain, as in said patent, and I have shown it cored out front and back, at 6, for the sake of lightness, there being a central web 7 left to afford ample strength in the direction of the strain. This block differs from that shown in my patent in that it extends from the floor of the throat of the draw-head up to and entirely through the cav-

ity 8 in the draw-head, the cavity being made the size of the block its entire length.

On the upper end of the block is a flange 9 that serves to keep moisture and dirt from getting to the block and causing it to stick, especially in cold weather. By thus extending the block up through the cavity 8 it has a long, broad and firm top bearing which assures its free vertical movement, and assists in preventing danger of the block being bent or forced inwardly when an ordinary coupling link from an adjacent draw-head enters and impinges against the block as sometimes occurs. To further guard against this bending of the block I form ribs 10 on the sides of the throat of the draw-head against which the inner corners of the lower end of the block bear, as shown in Fig. III.

11 is a guide pin formed upon the lower end of the block, and which fits in a perforation in the bottom of the draw-head. This pin being formed integral with the block, and the block extending from the floor of the throat of the draw-head entirely through the cavity 8, I have in one piece, what in my patent referred to, was made in three parts.

I claim as my invention—

The combination, in a car coupler, of a draw-head, a knuckle pivoted to the draw-head, and having an arm, a locking block fitting and working vertically in a cavity in said draw-head, and ribs 10 formed upon the side walls of the throat of the draw head, substantially as and for the purpose set forth.

THOMAS M. GALLAGHER.

In presence of—
E. S. KNIGHT,
W. FINLEY.