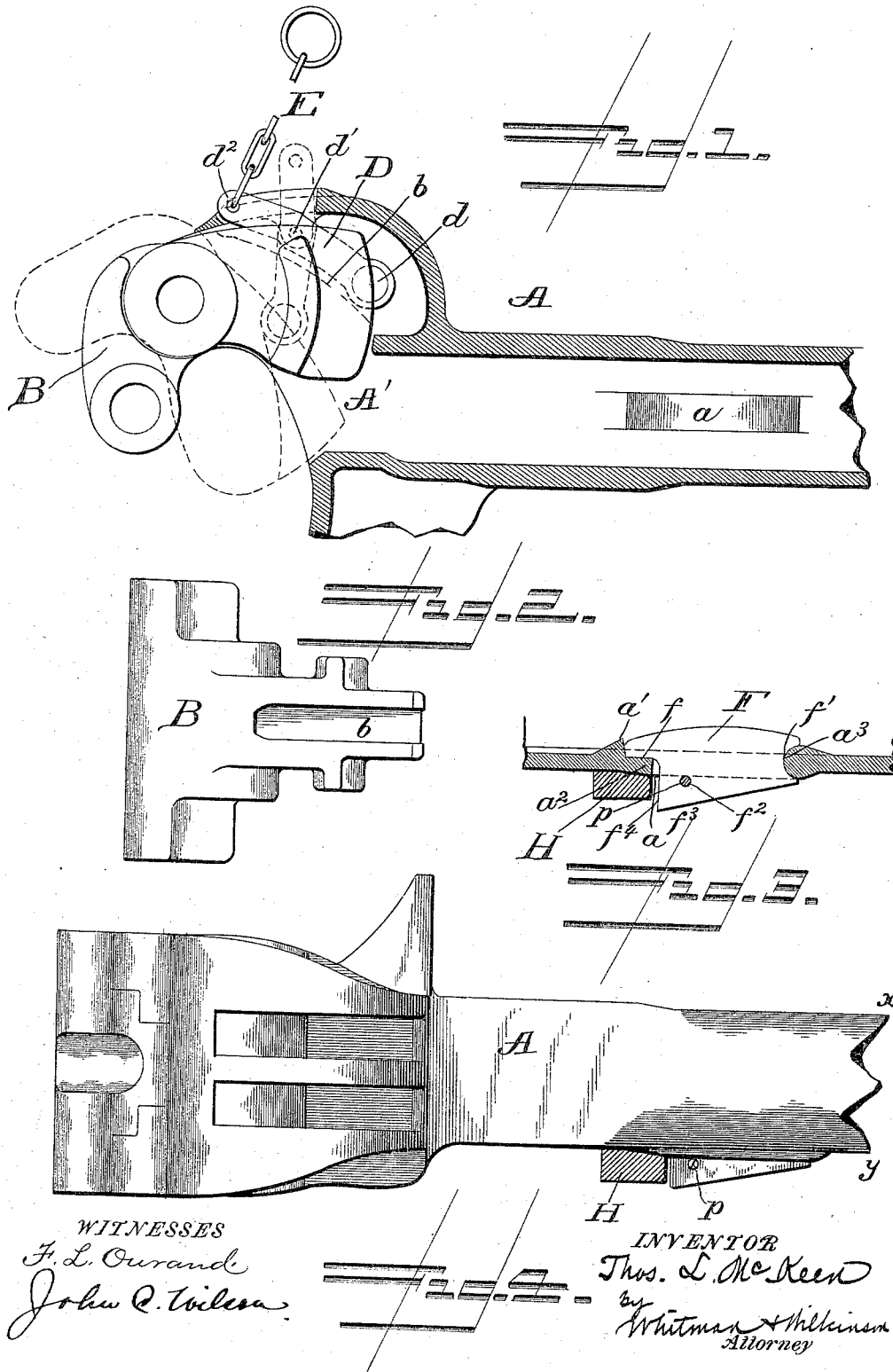


(No Model.)

T. L. McKEEN.
CAR COUPLING.

No. 493,833.

Patented Mar. 21, 1893.



UNITED STATES PATENT OFFICE.

THOMAS L. McKEEN, OF NEW YORK, N. Y., ASSIGNOR TO THE THURMOND CAR COUPLING COMPANY, OF WEST VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 493,833, dated March 21, 1893.

Application filed May 9, 1892. Serial No. 432,350. (No model.)

To all whom it may concern:

Be it known that I, THOMAS L. McKEEN, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in car-couplings, and it consists of the certain novel features hereinafter described and claimed.

Reference is had to the accompanying drawings, wherein the same parts are indicated by the same letters.

Figure 1 represents a horizontal section of a twin-jaw coupler, and illustrates my invention. Fig. 2 represents a rear view of the knuckle detached, and shows the slotted back thereof. Fig. 3 represents a sectional view of a portion of the drawbar with a detachable stop placed thereon to catch the drawbar and coupling should the tail-bolt, or the portions of the drawbar contiguous thereto be carried away. Fig. 4 represents a side view of a coupler fitted with the said drawbar stop.

A represents a hollow drawbar, having a slot *a* therein, and having a hollow drawhead to receive the knuckle. B. On the back of this knuckle a slot *b* is provided to receive the end *d* of the lever D which is pivoted at *d'* in the drawhead. The outer end of this lever *d*², is provided with a chain or cord E leading to the side of the car. By pulling on this chain E the knuckle if closed, is thrown open in the position shown by the dotted lines in Fig. 1. Thus it will be seen that the knuckle may be opened without going between the cars for that purpose.

Should the tail bolt break, or the drawbar part anywhere near the tail bolt, it will ordinarily fall upon the track, to the probable in-

jury of the other cars in the train. To prevent this, I provide a detachable stop F, having a shoulder *f*, and a curved recess *f'* with a hole *f*² for a cotter pin *p*. The lower portion *f*³ is adapted to slip through the slot *a* in the base of the drawbar, while the shoulder *f* slips behind the inclined plane *a'* and rests upon the shelf or ledge *a*²; while the curved recess *f'* engages the large portion of the drawbar *a*³. The face *f*⁴ passes behind the lower plate of the carrying iron H. The detachable stop is slipped in the mouth A' of the drawhead back over the slot *a*, and when the portion *f*³ falls through the said slot, the cotter pin *p* is put in. This may be done either before the coupler is shipped or after it is in place on the car. Should the coupler be shipped fitted with the detachable stop, it only becomes necessary to take out the cotter pin, slide the coupling into place, and after the tail bolt and other parts are secured, to put in the cotter pin. Now should the coupler carry away as at *x y*, in Fig. 4, the stop F will catch on the plate H of the carrying iron and will hold the said coupler securely.

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

In a car coupling, the combination with a hollow drawbar having a slot *a* therein near the tail bolt, and having projection *a'* and bearing face *a*³ at either side of said slot; of the stop F, having shoulder *f*, curved face *f'*, projection *f*³ adapted to pass through said slot, and hole *f*² for the cotter pin; and the plate H attached to the car, substantially as and for the purposes described.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS L. McKEEN.

Witnesses:

THEODORE F. HASCALL,
G. W. VANDER PARK.