J. W. SKEELE.

CAR-COUPLING.

No. 186,373. Patented Jan. 16, 1877.

Fig. 1.

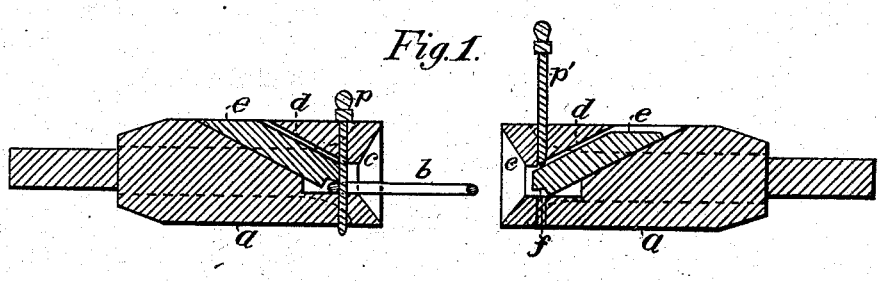


Fig. 2.

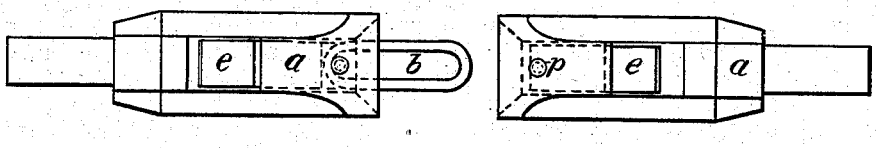


Fig. 3.

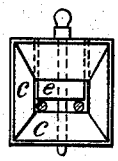
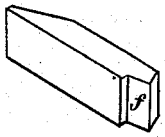


Fig. 4.



Witnesses;

J. J. Greenough

J. W. Maxwell.

Inventor;

John H. Skeele

UNITED STATES PATENT OFFICE.

JOHN W. SKEELE, OF SYRACUSE, NEW YORK.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **186,373**, dated January 16, 1877; application filed September 4, 1876.

To all whom it may concern:

Be it known that I, JOHN W. SKEELE, of Syracuse, Onondaga county, State of New York, have invented an Improved Draw-Head for Car-Coupling, of which the following is a specification:

My invention relates to that class of car-couplings in which a block resting on an inclined bearing serves to retain the link in its horizontal position, support the pin prior to coupling, sustain the link against the resistance of the opposite block, and yield to permit the link to pass beneath when the pressure is excessive; and my improvement consists in constructing the different parts as fully described hereafter, to insure strength, facilitate the operation, and reduce the expense of manufacture.

In the drawing, Figure 1 is a longitudinal section of the coupling. Fig. 2 is a plan. Fig. 3 an end view of one of the draw-heads, holding the link, and Fig. 4 a perspective view of the block.

The opposite draw-heads *a a* are externally of the usual shape, being of cast metal in the present instance, with the usual bell-mouths *c c*, and ordinary detachable pins *p p*. Each draw-head is solid, with the exception of an inclined opening, *d*, extending from the top downward and forward to the mouth, and adapted to receive an oblong block or dog, *e*, having at the forward end a notch or recess, *f*.

When the pin *p* is raised the block slides forward to a position beneath the lower end, and supports it as shown at the right in Fig. 1.

When a link is pushed inward, the block slides back and upward on its inclined bearing, and the pin falls, securing the link, as shown at the left, Fig. 1, as usual.

On bringing the draw-heads together, the free end of the link striking the opposite block forces it back, when the pin drops and couples the two. If the free end of the link strikes the side of the draw-head, the link will be forced back, the block behind it forming a yielding backing that effectually prevents it from breaking.

As the draw-head is solid, except the opening *d*, it will possess great strength, while not exceeding in dimensions those of the ordinary construction, and as the opening *d* is straight the draw-head may be cast without a "core," and the inclined bearing for the dog may be finished with greater facility than if it was curved, thus reducing the cost of construction over those made with chambers and side bearings, or with curved openings; in which the blocks can only slide when provided with friction-wheels.

I claim—

The draw-head having the straight inclined opening *d* and vertically-sliding pin, in combination with the oblong block *e* adapted to said opening, as set forth.

J. W. SKEELE.

Witnesses:
J. J. GREENOUGH,
W. B. RANDALL.