

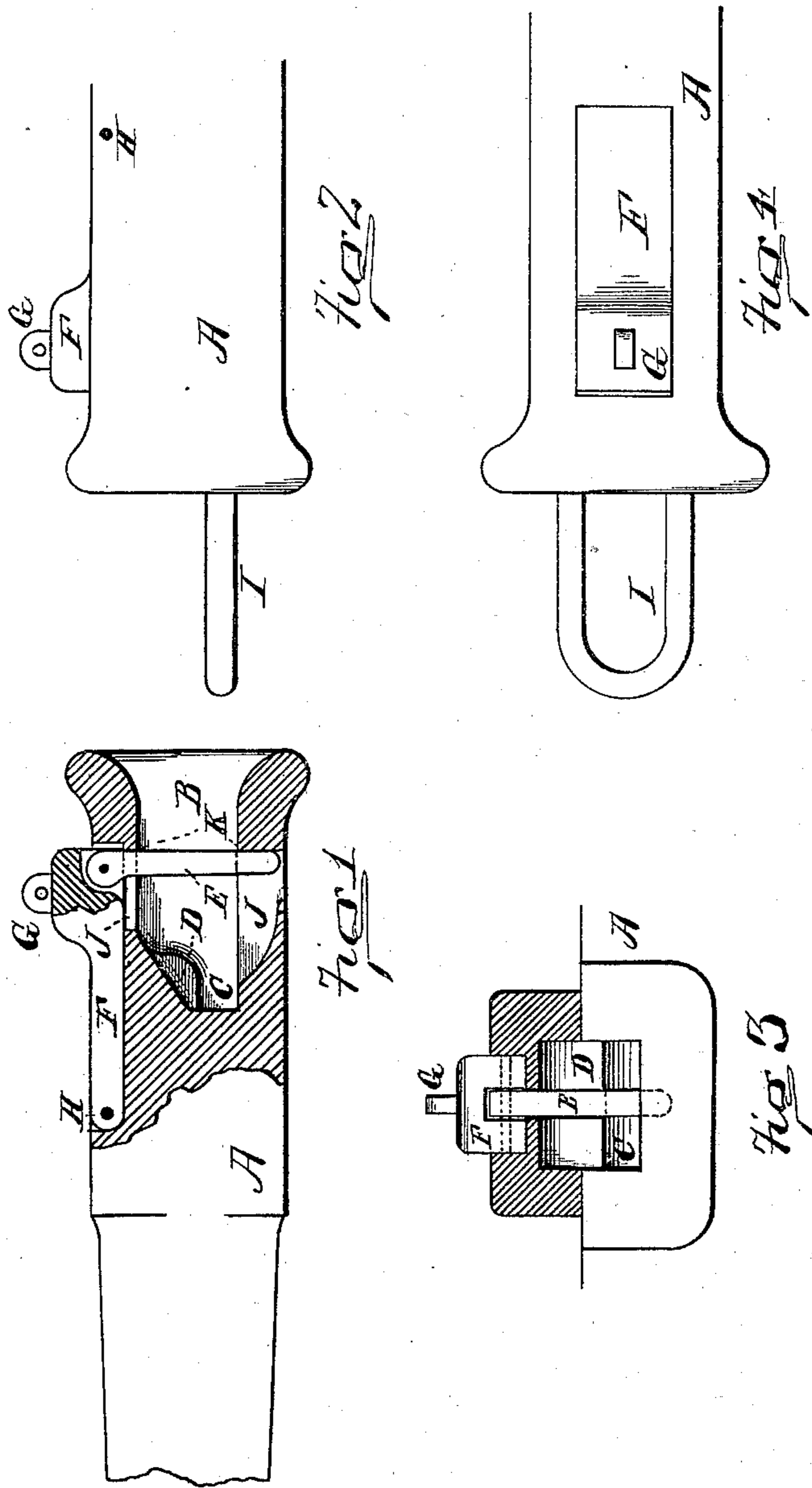
(No Model.)

F. M. MULLEN.

CAR COUPLING.

No. 257,180.

Patented May 2, 1882.



WITNESSES:

John R. Woods.
John Lorenz

Francis M. Mullen INVENTOR

by

James W. See

ATTORNEY

UNITED STATES PATENT OFFICE.

FRANCIS M. MULLEN, OF MILROY, INDIANA, ASSIGNOR OF ONE-HALF TO
DAILY C. ALDRIDGE AND MARSHALL H. ALDRIDGE, BOTH OF SAME
PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 257,180, dated May 2, 1882.

Application filed March 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS M. MULLEN, of Milroy, in the county of Rush and State of Indiana, have invented certain new and useful
5 Improvements in Car-Couplings, of which the following is a specification.

My improved car-coupler can be used in connection with a mate of similar construction or in connection with an ordinary link-coupling.
10 Used in pairs, it is an automatic coupler. Its general form is such that in altering cars having the usual link-coupler to the improved style no change need be made in the accessories of the coupler, it is not liable to derange-
15 ments, and its cost is no greater than common link-couplers when the usual loss of coupling-pins is considered.

In the accompanying drawings, Figure 1 is a side view, part section; Fig. 2, a side view;
20 Fig. 3, a front end view, part section; and Fig. 4, a top view.

A is the draw-bar; B, the link-socket; I, the link, and E the pin. In the rear of the link-socket are cast lugs D, which have a space, C,
25 between their bottom surface and the floor of the link-socket of sufficient height to admit the end of the link freely, but not of sufficient height to permit the outer end of the link to sag materially. The link, being inserted in the
30 socket B and back into the space C, will be supported in proper position to enter the coupling of the next car.

F is a horizontal block, pivoted over the draw-bar, and united to it by the pivot H. To the

forward end of this block is pivoted the coup- 35
ling-pin E, suspended by its pivot, as shown, so as to stand vertically across the link-socket, as shown in Fig. 3. The pin, when in the verti-
cal position shown in Fig. 1, is prepared to re- 40
ceive the strain of the link, as with the com-
mon coupling, the abutting shoulders K in the draw-bar serving to relieve the pin-pivot of any strain. The pin is lifted to permit un-
coupling by raising the block F by means of a 45
cord, chain, handle-lever, or any other suitable device connected with it at G in an obvious manner. The pin E normally hangs ver-
tically, as shown, and the slots J in the draw-
bar permit the pin to swing back and up when 50
pressure is applied upon its front. Thus the
link I of Fig. 2, upon entering the socket in Fig. 1, would push the pin backward and up-
ward till the link end could pass under the pin, after which the pin would fall again into its
normal position, but inside the link, ready to 55
receive the strain of draft. If the lugs D are
omitted, the link must in the act of coupling be sustained by hand, unless some equivalent be provided in their stead.

I claim as my invention— 60

The combination of draw-bar A, having lugs D, recess C, and slots J, pivoted block F, and pivoted pin E, substantially as set forth.

FRANCIS M. MULLEN.

Witnesses:

JOSEPH F. ALDRIDGE,
RANSOM A. DUDGEON.