

(No Model.)

G. MAULICK.
CAR COUPLING.

No. 281,094.

Patented July 10, 1883.

FIG. 1.

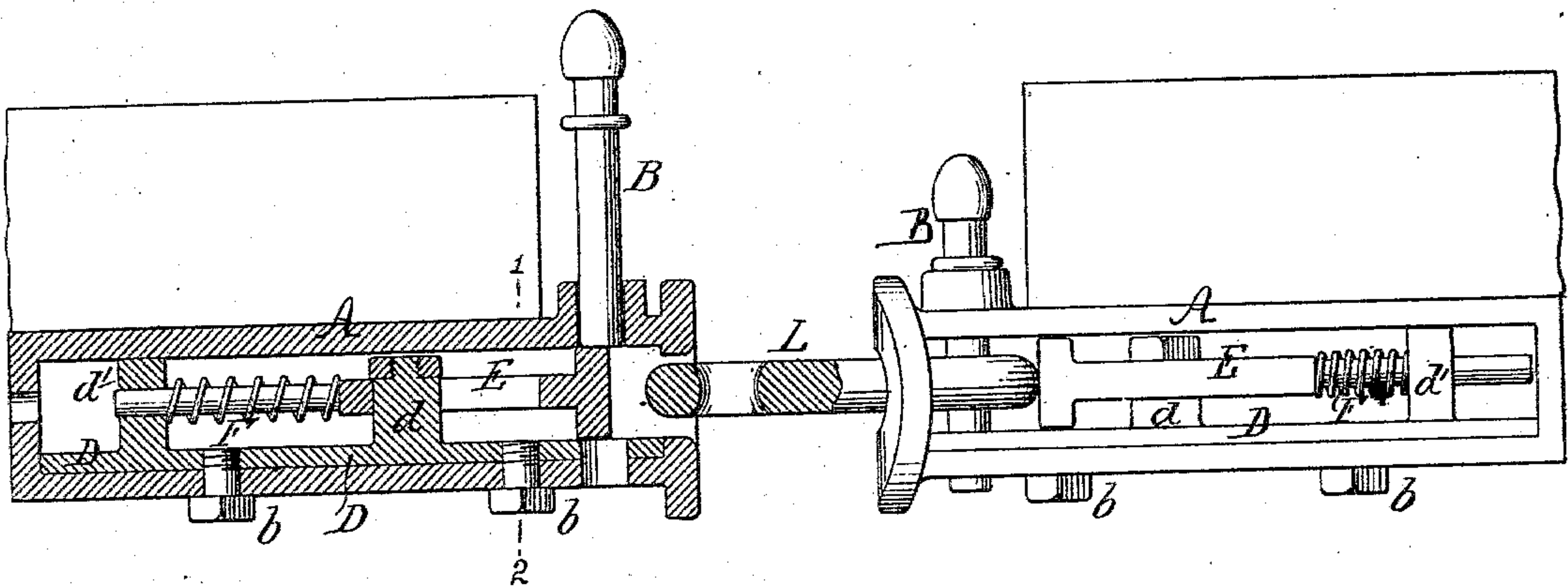


FIG. 2.

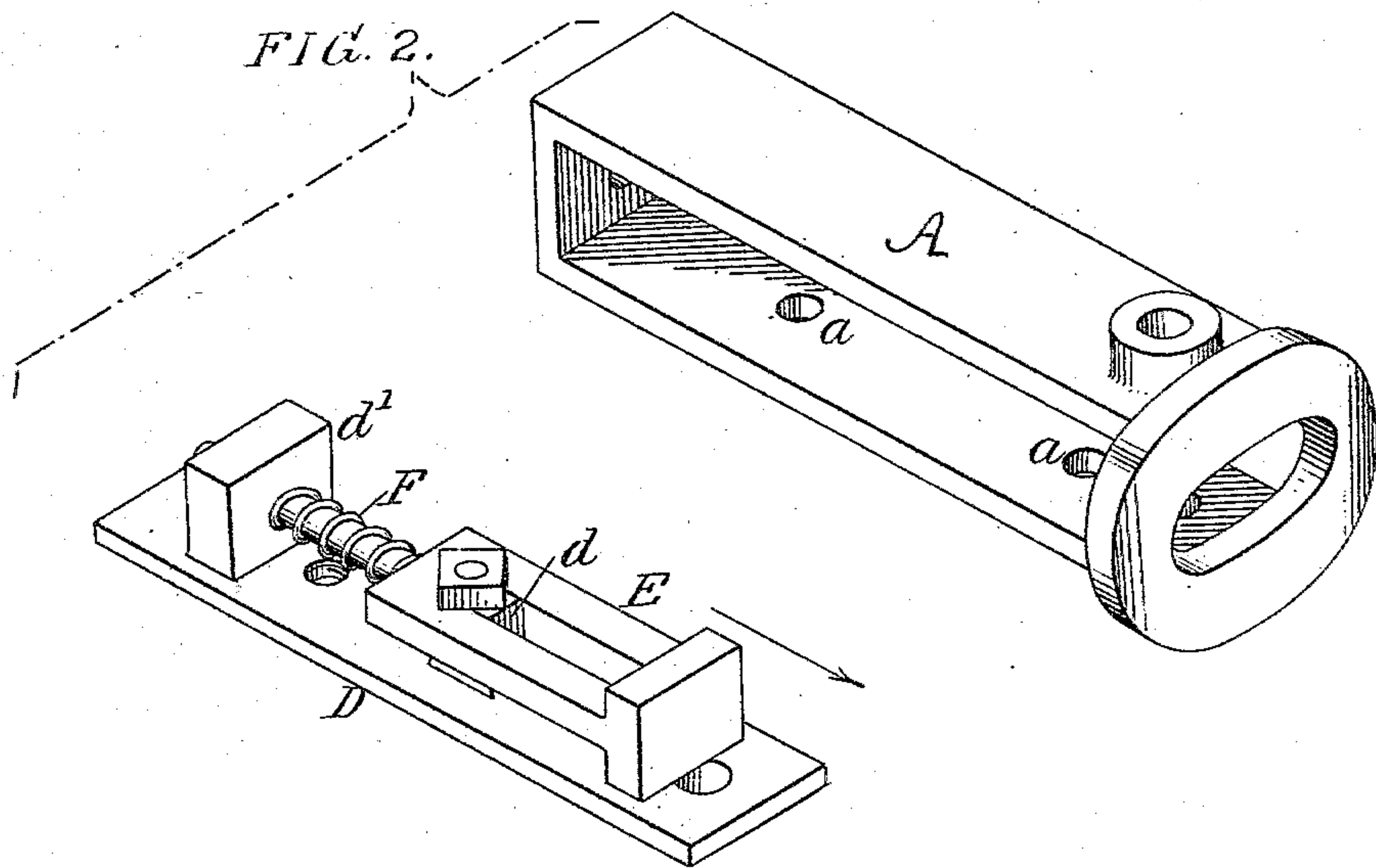
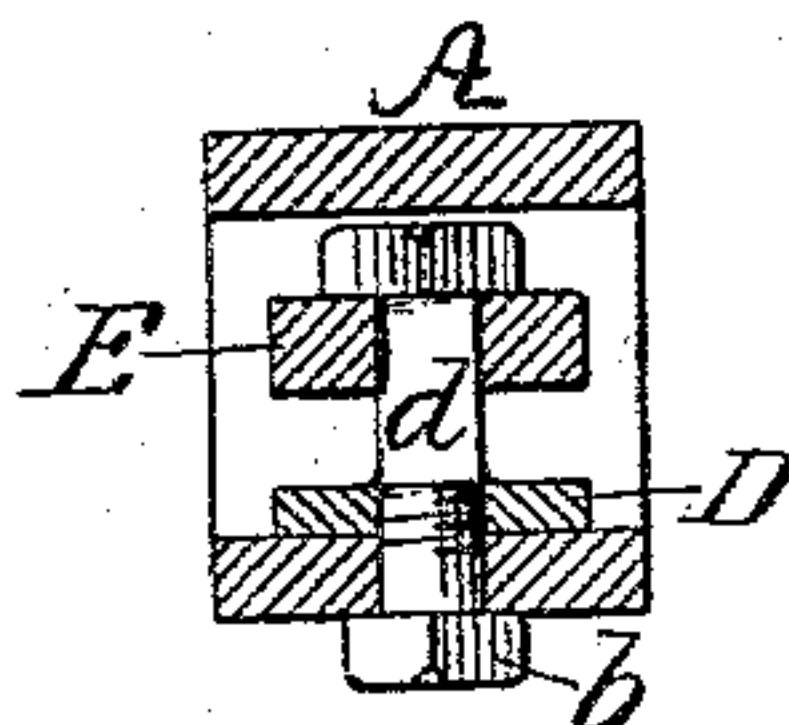


FIG. 3.



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UNITED STATES PATENT OFFICE.

GOTTLIEB MAULICK, OF BEAVER FALLS, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 281,094, dated July 10, 1883.

Application filed April 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, GOTTLIEB MAULICK, a citizen of the United States, residing in Beaver Falls, Beaver county, Pennsylvania, have invented certain Improvements in Car-Couplings, of which the following is a specification.

My invention relates to that class of couplings in which the cars are coupled by means of links and pins passing through vertical openings in the draw-heads; and the main object of my invention is to provide a cheap and simple attachment which can be readily applied to the couplings now in actual use, more especially those of the freight-car pattern, to render the coupling of the cars automatic. This object I attain as more fully described hereinafter.

In the accompanying drawings, Figure 1 is a view of a pair of draw-heads to which my improvements have been applied, one of the couplings being shown in section, with the coupling-pin held in an elevated position, ready for coupling, while in the other the link is shown held in a horizontal position by the coupling-pin and my attachment. Fig. 2 is a perspective view, illustrating the manner of applying my attachment to a common form of coupler; and Fig. 3 is a transverse section on the line 1 2, Fig. 1.

Although my invention may be applied to any of the various styles of draw-heads in common use, I have illustrated in the drawings only one form—the common wrought-iron freight-car draw-head, open at opposite sides. Through vertical openings near the front of the draw-head passes the usual coupling-pin.

My attachment, as illustrated detached in Fig. 2, consists of a plate, D, carrying a sliding block, E, acted on by a spring, F, and guided and held in position by two lugs, *d d'*, the former preferably passing through a slot in the block E, while the lug *d* is perforated for the passage of the rounded shank of the block. The spring F shown in the drawings is a spiral spring coiled round the shank of the block E, and bearing at one end on the lug

d' and at the other on a shoulder on the block, to push the latter in the direction of the arrow, Fig. 2, as far as the lug *d* will allow; but a rubber or other form of spring may be used for the same purpose.

This attachment is secured in the draw-head in such a position that the outer end of the block E will project to about the center of the vertical openings for the coupling-pin, so as to sustain the pin in an elevated position, as shown at the left of Fig. 1. A link, L, held in the draw-head of an approaching car, will strike the end of the block, force it inward against the action of the spring F, and allow the pin B to drop into position.

To secure the attachment in the coupling the latter need not be removed from the car or disturbed, as it will suffice to bore two holes, *a a*, Fig. 2, in the bottom of the draw-head and tap corresponding holes in the plate D, and the attachment can then be secured by screws *b b*.

I prefer to make the plate D of a length to fit closely in the draw-head between the front and rear plates of the latter, in which case an opening is made in the plate to correspond with the openings in the draw-head for the passage of the coupling-pin B.

I claim as my invention—

1. The combination, with a draw-head, of the plate D, adapted to and detachable from the head, and the spring-block E, carried by and guided on the said plate, substantially as set forth.

2. The combination of the draw-head of a coupling with a plate, D, having lugs *d d'*, and a slotted block E, having a shank passing through one of the lugs, and a spring, F, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GOTTLIEB MAULICK.

Witnesses:

CHAS. G. FEIL,
HENRY HOWSON, Jr.