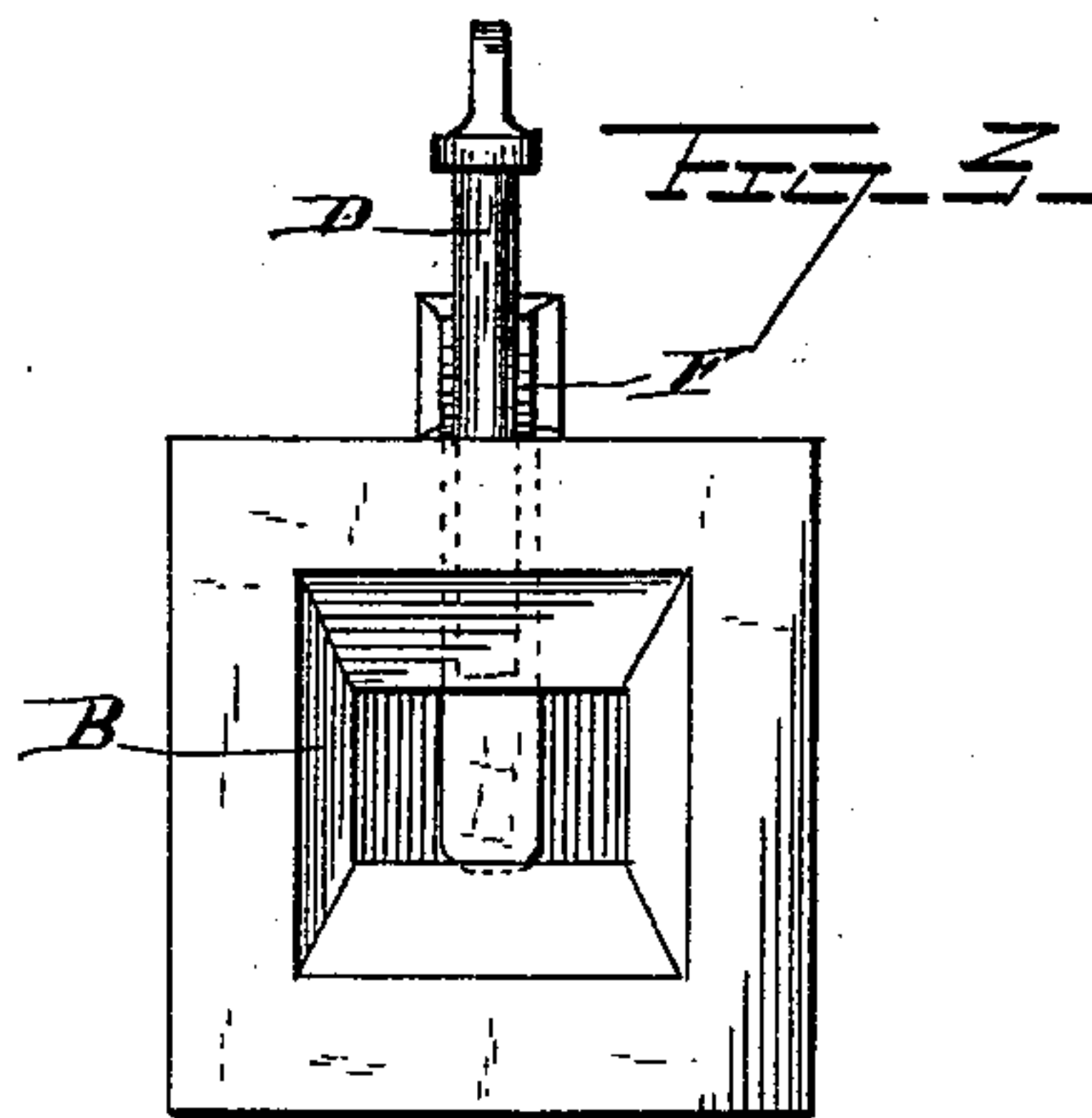
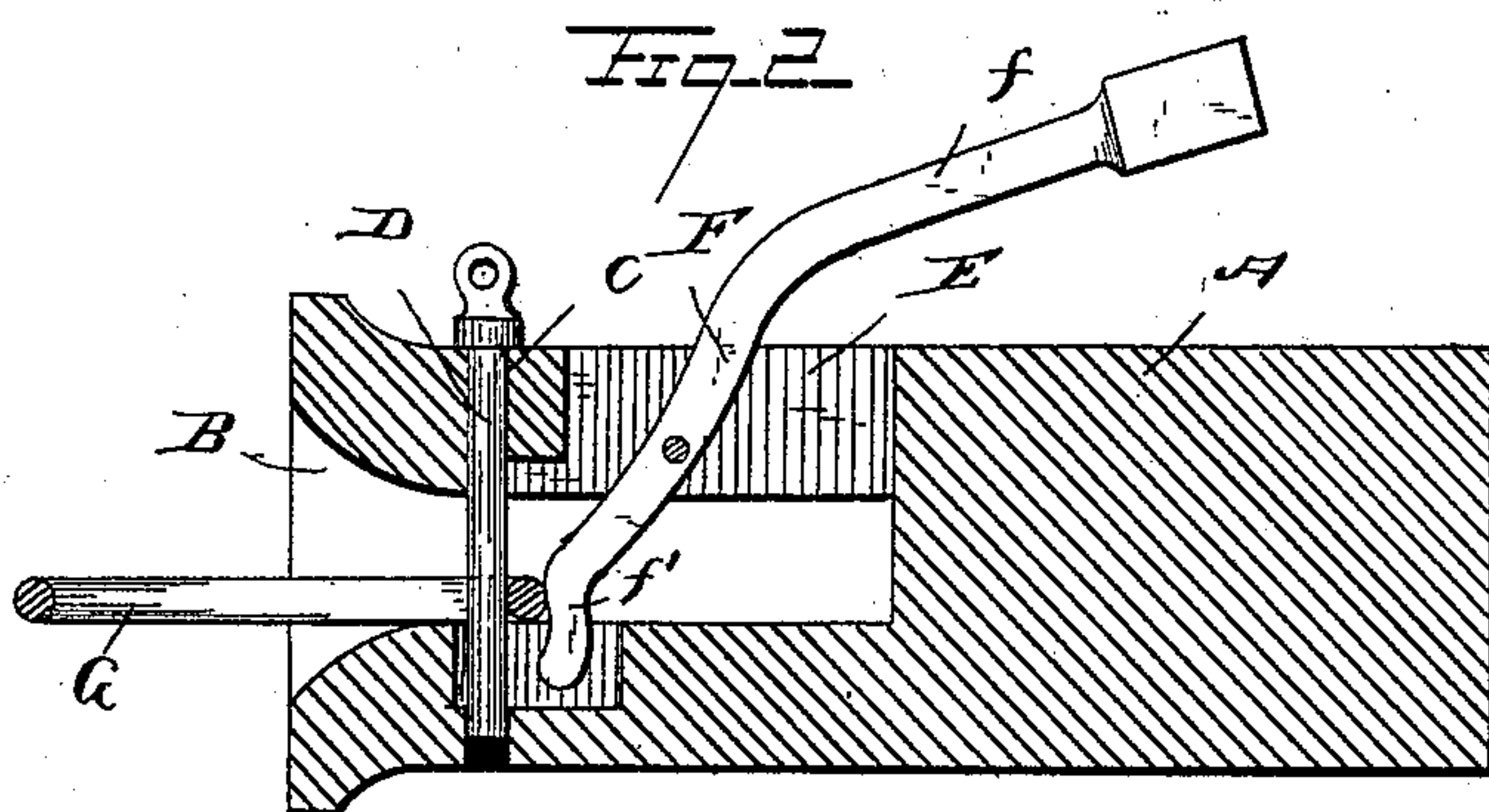
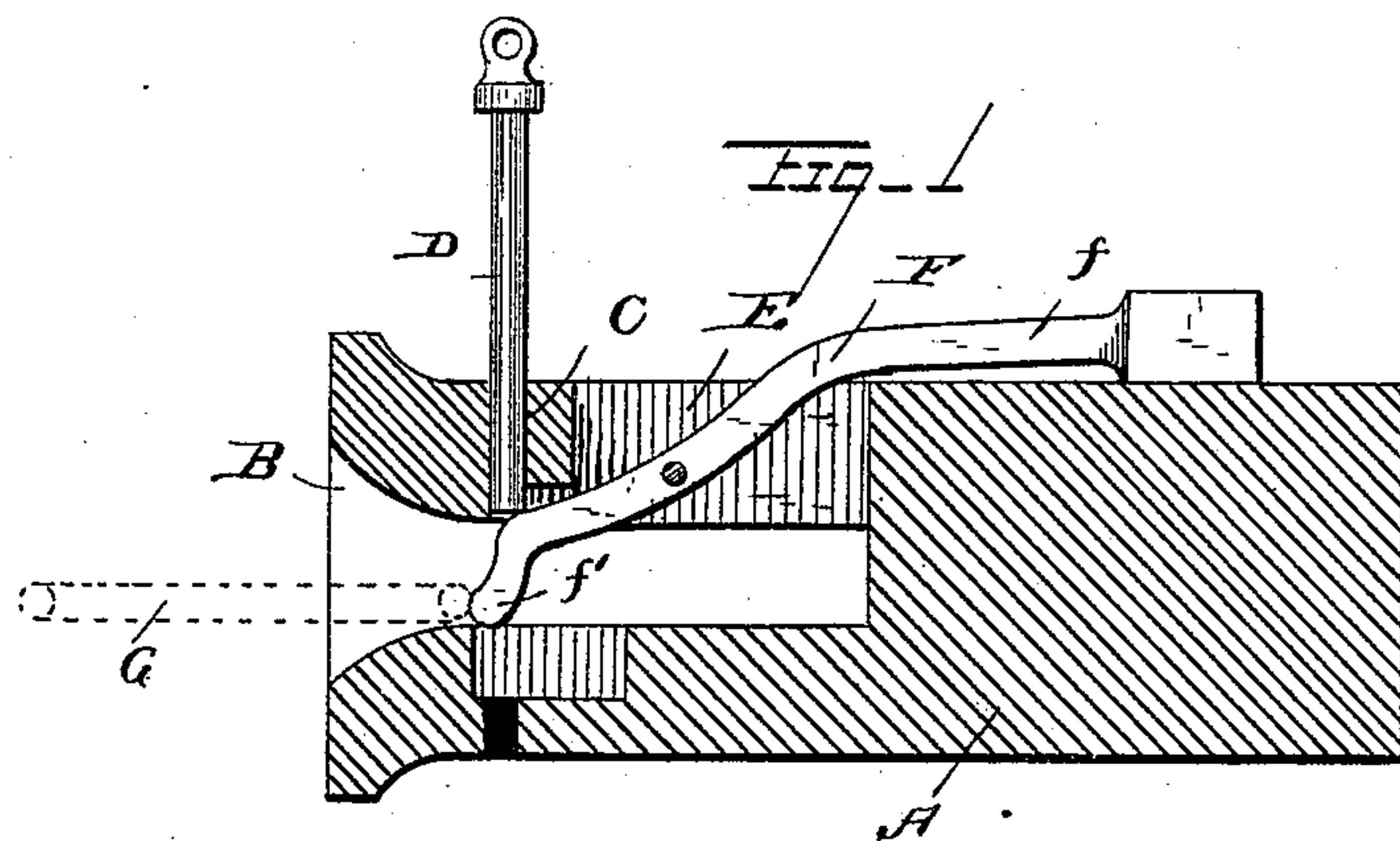


(No Model.)

M. MAHER.
CAR COUPLING.

No. 347,001.

Patented Aug. 10, 1886.



Witnesses

Wm. G. Gill
J. W. Garner

Inventor

Michael Maher

By *his* Attorneys

C. A. Howard

UNITED STATES PATENT OFFICE.

MICHAEL MAHER, OF FREMONT, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 347,001, dated August 10, 1886.

Application filed May 28, 1886. Serial No. 203,556. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL MAHER, a citizen of the United States, residing at Fremont, in the county of Dodge and State of Nebraska, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to an improvement in car-couplings; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claim.

In the drawings, Figure 1 is a vertical longitudinal sectional view of my invention, with the detent and the coupling-pin in position to receive the coupling-link when the cars come together. Fig. 2 is a similar view showing the coupling-link attached to the draw-head when the cars are coupled. Fig. 3 is a front elevation.

A represents the draw-head, which is provided with the usual flared mouth, B. To the outer end of the draw-head, and intersecting the center of the mouth or opening, is a vertical opening, C, in which is secured the coupling-pin D. In the upper side of the draw-head, in rear of the opening C, is made a longitudinal vertical slotted opening E.

F represents a detent, comprising a lever which is fulcrumed in the opening E, and has a rearwardly and upwardly extending arm, *f*, that is weighted at its outer end, and a vertical downwardly-extending head, *f'*, the front side of which is curved. The rear end of the arm *f* extends through the slot E and above and rearwardly from the draw-head, and the head *f'* is located in rear of the mouth of the draw-head and normally directly in line with the opening C.

G represents the usual coupling-link.

The operation of my invention is as follows: In order to couple the cars together, the coupling-pin G is first withdrawn vertically from the lower end of the opening C until the lower end of the said coupling-pin rests upon the upper end of the head *f'*. The said head then depends across the center of the opening in rear of the mouth of the draw-head. When the cars come together, the coupling-link enters the draw-head and strikes against the detent-head *f'*, thereby raising the weighted arm *f*, and causing the upper end of the said detent-head to release the coupling-pin, when the latter drops vertically by its own gravity and secures the link to the draw-head, as shown in Fig. 2.

A car-coupling thus constructed is cheap and simple, is strong and durable, is not likely to get out of order, and performs the operation of coupling the cars automatically.

Having thus described my invention, I claim—

The combination of the draw-head having the vertical opening C and the longitudinal vertical slotted opening E with the detent F, fulcrumed in the opening E, and having the rearwardly and upwardly extending weighted arm *f*, and the depending detent-head *f'*, and the coupling in the opening C, for the purpose set forth, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

MICHAEL MAHER.

Witnesses:

T. F. QUIRK,
J. J. BARGE.