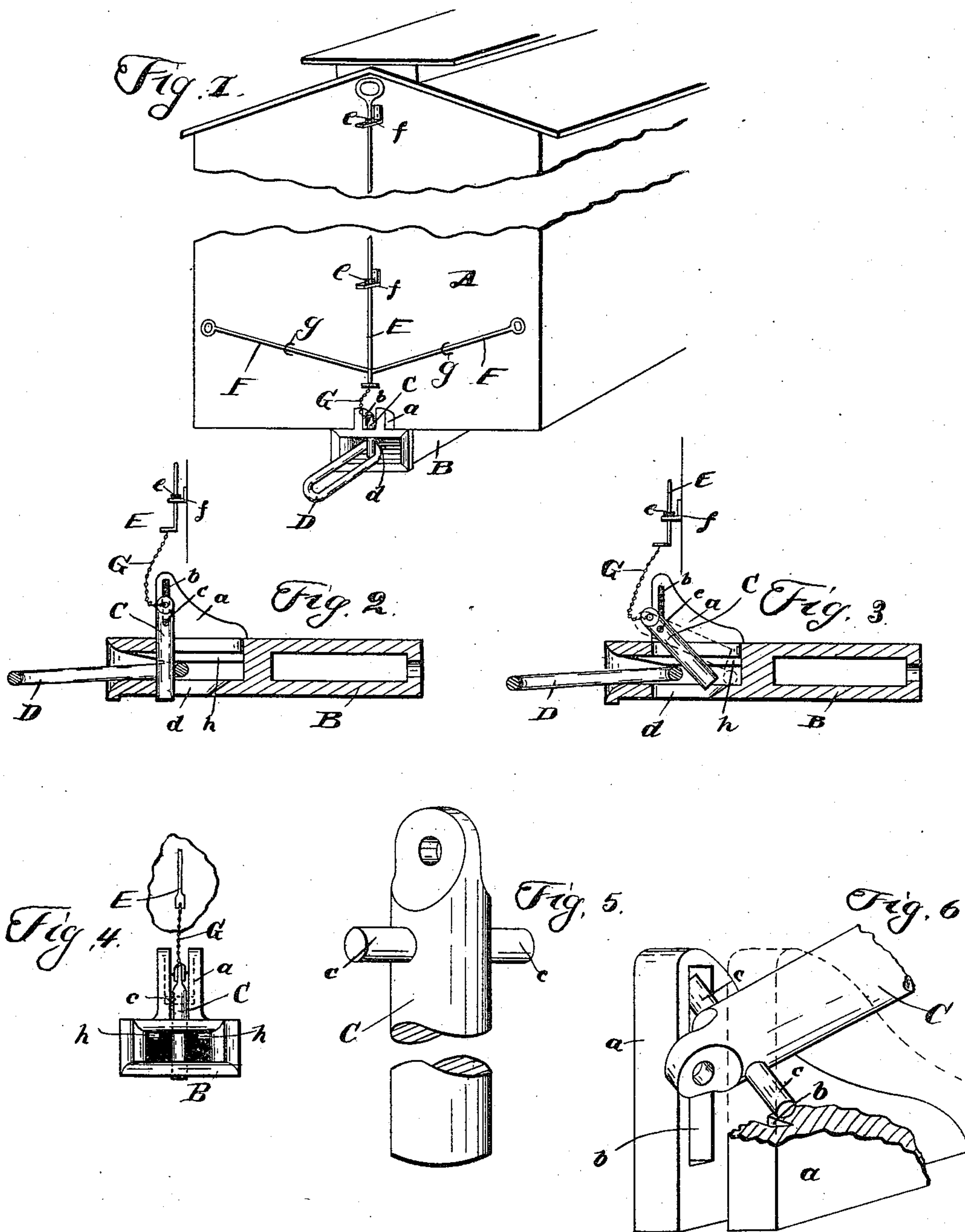


(No Model.)

E. MOHN.
CAR COUPLING.

No. 441,184.

Patented Nov. 25, 1890.



WITNESSES:

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 441,184, dated November 25, 1890.

Application filed September 6, 1890. Serial No. 364,128. (No model.)

To all whom it may concern:

Be it known that I, EUGENE MOHN, a citizen of the United States, residing at Bladensburg, in the county of Knox and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon, in which—

Figure 1 is a view showing a draw-head properly located with reference to a car, also showing the coupling-pin-elevating mechanism. Fig. 2 is a longitudinal section of the draw-head, showing the link properly attached thereto. Fig. 3 is a longitudinal section of the draw-head, showing the link partially entered and a coupling-pin partially elevated. Fig. 4 is an end view of the draw-head, showing the coupling-pin located therein. Fig. 5 is a detached view of the coupling-pin. Fig. 6 is a view showing the coupling-pin partially turned, so as to be removed from the draw-head.

The present invention has relation to car-couplings; and it consists in the different parts and combinations of parts hereinafter described, and particularly pointed out in the claim.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the car, which may be constructed in the ordinary manner, and to which is attached in the ordinary manner the draw-head B. The top or upper side of the draw-head B is provided with the flanges *a*, which flanges are located substantially as shown in the drawings, and are preferably formed integral with the draw-head B. The inner faces of the flanges *a* are provided with the elongated slots *b*, which elongated slots are for the purpose of receiving and holding the cross-pin *c*, which cross-pin is securely attached to the top or upper portion of the coupling-pin C. The elongated slots *b* are so adjusted that when the bottom or lower portion of the coupling-pin C has passed through the slot *d* the cross-pin *c* will come in contact with the

bottom or lower end of the elongated slots *b*, and thereby hold the coupling-pin C in the position illustrated in Figs. 1, 2, and 4. The link D is constructed in the ordinary manner, and is entered into the draw-head B until the coupling-pin C has been swung so as to clear the end of the link D, at which time said coupling-pin is free to fall and engage the link D, thereby securely coupling the link D to the draw-head B.

It will be understood that by my peculiar and novel arrangement I am enabled to automatically couple two draw-heads together.

For the purpose of detaching the link D from the draw-head B, the vertical bar E and the levers F are provided. The vertical bar E is for the purpose of lifting the coupling-pin C from the top of cars and the levers F for the purpose of lifting the coupling-link from the sides of the car. The inner ends of the levers F are pivotally attached in any convenient and well-known manner to the vertical bar E.

For the purpose of holding the vertical bar E at the proper elevation, the stops *e* are provided, which stops strike the brackets *f*.

For the purpose of holding the levers F in the position shown in Fig. 1, and at the same time properly attaching said levers to the car and providing a fulcrum for said levers, the staples *g* are provided, which staples are securely attached to the car A.

For the purpose of holding the link D down to the bottom of the draw-head B, the flanges *h* are provided and are located in the top of the opening in the draw-head B.

For the purpose of forming an opening that will admit the link D to be easily entered into the draw-head B, the outer ends or portions of the flanges are tapered. It will be understood that by holding the link D down against the bottom of the draw-head the link D will be in proper position to pass the coupling-pin C.

To the bottom or lower end of the bar E is attached the chain G, the lower end of said chain being attached to the top or upper end of the coupling-pin C. The object and purpose of the chain G are to permit the coupling-pin C to swing independent of the vertical bar E.

When it is desired to remove the coupling-

pin C from the draw-head B, said coupling-pin is swung up, as illustrated in Fig. 6, and rotated until the cross-pin *c* becomes detached from the elongated slots *b*.

5 It will be understood that the link D may be curved for the purpose of engaging draw-heads located at different heights.

Having fully described my invention, what I claim as new, and desire to secure by Letters
10 Patent, is—

The combination of the draw-head B, provided with the flanges *a*, having the slots *b* and the tapered flanges *h* located in the up-

per portion of said draw-head, coupling-pin C, provided with the cross-pin *c*, the link D, 15 the vertical bar E, provided with the stops *e*, the operating-levers F, and the chain G, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the pres- 20
ence of two witnesses.

EUGENE MOHN.

Witnesses:

JOSEPH LEE FLACK,
GEORGE W. BUCHER.