

H. MULHOLLEN.  
Car-Couplings.

No. 137,470.

Patented April 1, 1873.

Fig 1

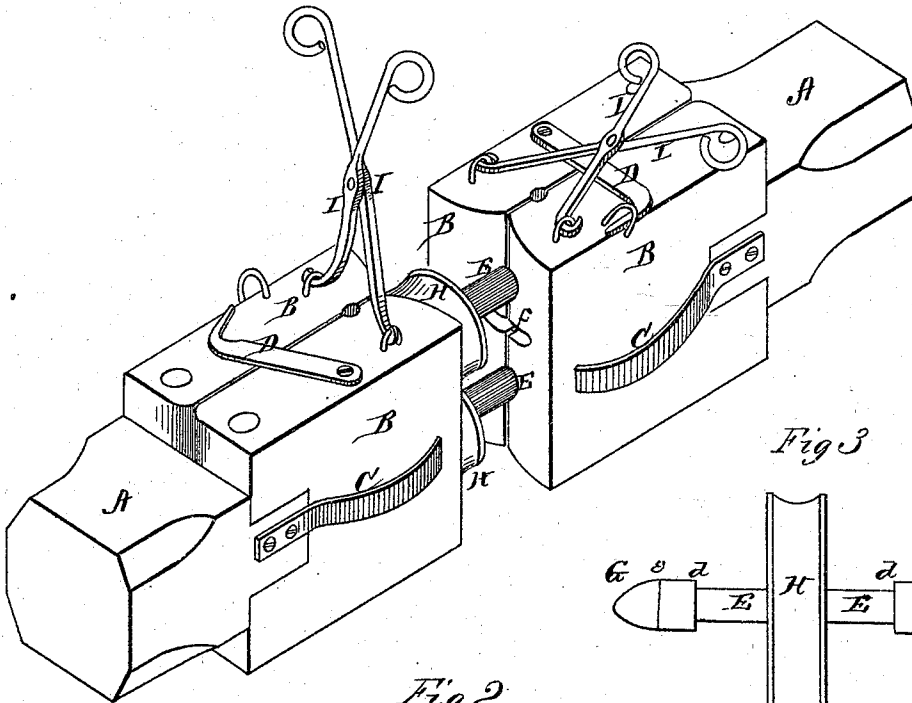


Fig 3

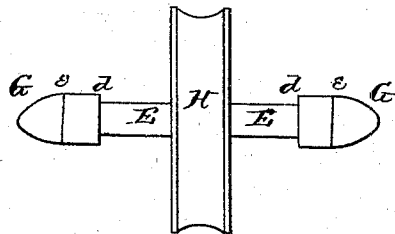
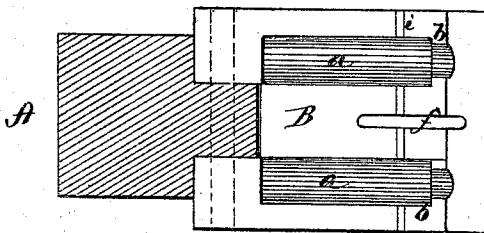


Fig 2



Witness:

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L. L. Evert

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# UNITED STATES PATENT OFFICE.

HUGH MULHOLLEN, OF FOSTORIA, PENNSYLVANIA.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **137,470**, dated April 1, 1873; application filed February 27, 1873.

*To all whom it may concern:*

Be it known that I, HUGH MULHOLLEN, of Fostoria, in the county of Blair and in the State of Pennsylvania, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view of my car-coupling. Fig. 2 is an inside view of one of the jaws at the front end of the draw-head, and Fig. 3 is a side view of one of the coupling-bars.

A represents the front end of the draw-bar of a railroad car, and to the same are pivoted two jaws, B B, which form the draw-head, said jaws being pressed inward against each other by means of springs C C, and when the cars are coupled together they are fastened by a hook, D, on top. The outer end of each jaw B is beveled and made convex, as shown, so as to form a convenient guide for the entrance of the coupling-bar. In the inner or adjoining sides of the jaws B B are made two horizontal circular grooves, *a a*, forming near their front or outer ends shoulders *b b*, as shown in Fig. 2. The coupling-bar is formed of a round bar, E, with a pointed head, G, at

each end, and a center bar or projection, H, which latter may be large enough to be used as a bumper. The heads G are round, as shown, with a shoulder, *d*, at the base, and from the shoulder outward to *e* the sides of the head run parallel with the bar E, and from *e* outward the head is pointed, as shown. The part from *d* to *e* of the head being straight leaves a sufficient quantity of metal in the head just where most needed. One of these coupling-bars being inserted in each head and the cars brought together, the outer end of each coupling-bar forces the opposite jaws apart till the head has entered the corresponding groove *a*, and the shoulder *d* of the head catches on the shoulder *b*, when the jaws are closed by the springs C C. I I represent two levers pivoted together, and their ends attached to the jaws B B, as shown, by means of which the jaws are readily opened to uncouple the cars. A horizontal groove, *f*, and a vertical groove, *i*, are made in the inner side of each jaw to use the usual pin and link, when desired.

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

The jaws B B, in combination with the springs C C, coupling-bar E, hook D, and levers I I, the several parts being constructed and operating as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of February, 1873.

HUGH MULHOLLEN.

Witnesses:

EDM. F. BROWN,  
J. M. MASON.