(No Model.)

J. P. McMULLAN.

AUTOMATIC CAR COUPLING.

No. 512,389. Patented Jan. 9, 1894.

Fig. 1.

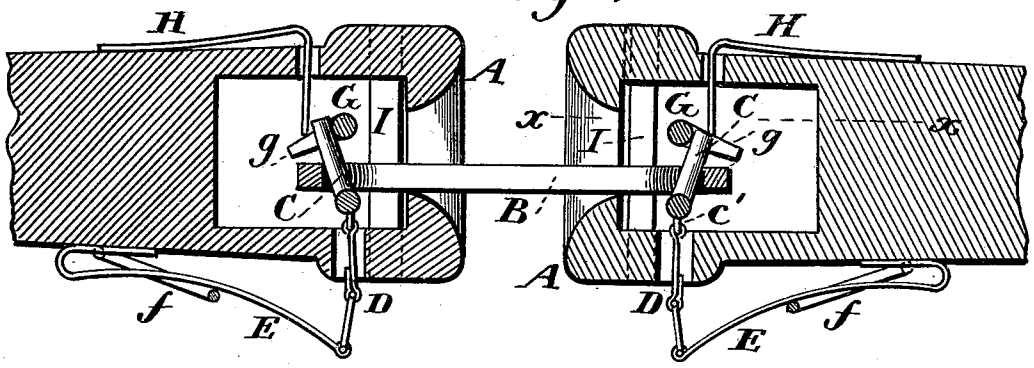


Fig. 2.

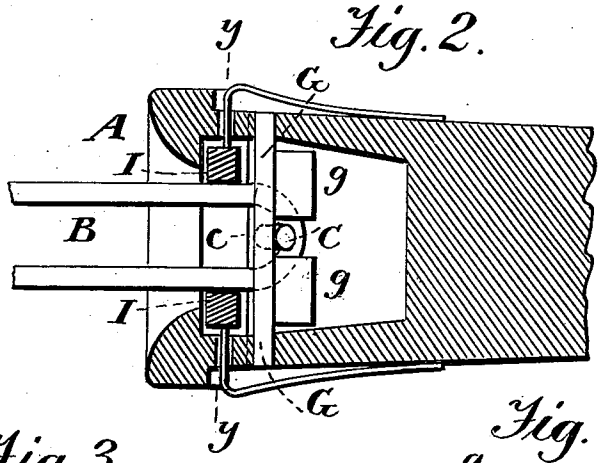


Fig. 3.

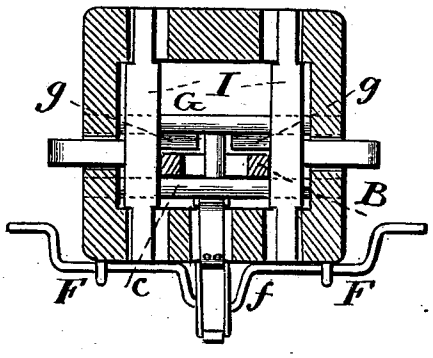


Fig. 4.

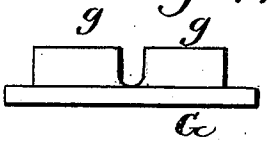
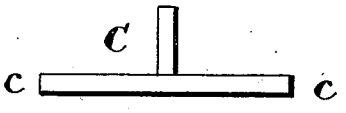


Fig. 5.



Witnesses
A. Ruppert.
G. B. Fowlis

Inventor
Jesse P. McMullan
per
Thomas P. Simpson
Attorney

THE NATIONAL LITHOGRAPHING COMPANY,
WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JESSE P. McMULLAN, OF DECATUR, MISSISSIPPI.

AUTOMATIC CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 512,389, dated January 9, 1894.

Application filed May 18, 1893. Serial No. 474,656. (No model.)

To all whom it may concern:

Be it known that I, JESSE P. McMULLAN, a citizen of the United States, residing at Decatur, in the county of Newton and State of Mississippi, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to make a car-coupling which will couple automatically and uncouple by pressure on a plate spring; which will hold the link in a horizontal and central position when coupling; and which will expose the brakeman to no danger whatever.

Figure 1 of the drawings is a longitudinal vertical section of two drawheads connected by my coupler; Fig. 2 a horizontal section on dotted line *x x* of Fig. 1; Fig. 3 a vertical section on dotted line *y y* of Fig. 2; Fig. 4 a detail view of the link presser; Fig. 5 a detail view of the T-coupling pin.

In the drawings, A represents the drawhead with flaring mouth and inside cavity.

B is the link which I preferably but not necessarily make rectangular, and C is my T-pin whose arms *c c* are journaled in the opposite sides of the drawhead so that the pin may be turned up or down by the connector link D which is pivoted at one end to the keeper *c'* on the T-pin and at the other to a plate-spring E which raises the pin up by its tension and brings it down when pressed by the crank *f* on the hand-crank shaft F, the latter being operated from either side or by suitable connections from the car.

G is a shaft placed above the T-pin for the end of pin to rest against when the link B is pulled against it. On this shaft G, I make the radial arms *g g*, one on each side of the place whereon the pin bears, and they are held down to the link by the springs H H which are right angled and end-fastened on the top of the drawhead. In coupling with an opposite drawhead, the link is thus kept in a horizontal position while by means of the side-pressers I I, it is kept in the middle of the drawhead. It will be thus seen that my coupling operates to couple automatically, to uncouple with ease and certainty, to hold the link properly for coupling with an opposite drawhead and involves no danger to any one.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent is—

1. In a car coupling, the pin C having the journaled arms *c c* and keeper *c'*, in combination with the connector D, plate spring E and the crank on shaft F substantially as shown and described.

2. The combination with a T-pin arranged substantially as shown and described, of the keeper *c'* placed opposite to the pin, the pivoted connector D, and the plate spring E, the tension of the spring throwing the pin up while pressure upon it will throw the pin down substantially as set forth.

3. In a car coupling, the radial arms *g g* on a superposed shaft G to hold the link in a horizontal position as shown and described.

4. In a car coupler, the side pressers I I operated by springs to hold the link in the middle of drawhead as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JESSE P. McMULLAN.

Witnesses:
F. W. GAINES,
G. P. CLARKE.