

(No Model.)

A. MAILMAN.
CAR COUPLING.

No. 475,331.

Patented May 24, 1892.

FIG 1

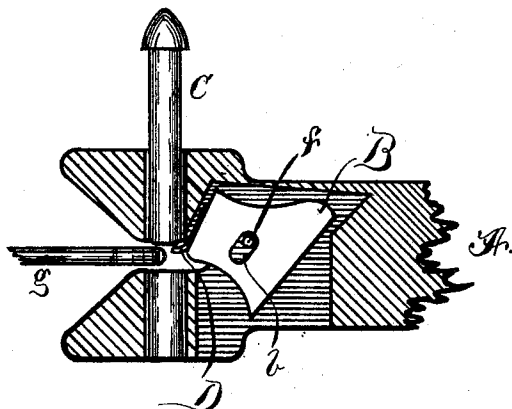


FIG 2

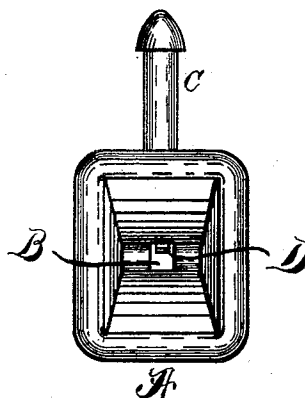


FIG 3

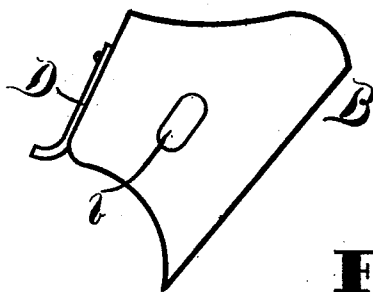


FIG 4

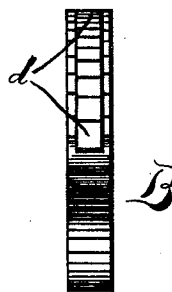
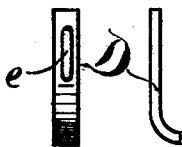


FIG 5



Witnesses:

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UNITED STATES PATENT OFFICE.

ALBERT MAILMAN, OF LIVERPOOL, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 475,331, dated May 24, 1892.

Application filed August 17, 1891. Serial No. 402,831. (No model.)

To all whom it may concern:

Be it known that I, ALBERT MAILMAN, a subject of the Queen of England, and a citizen of the Dominion of Canada, residing at Liverpool, in the county of Queens, in the Province of Nova Scotia, Canada, have invented certain new and useful Improvements in Car-Couplers, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional elevation of a construction embodying my invention. Fig. 2 is a front elevation of the draw-bar head, shown in sectional elevation in Fig. 1. Fig. 3 is a plan of the block or tumbler B, Fig. 1. Fig. 4 is an edge view of the block or tumbler B, showing the groove *d*. Fig. 5 is the tongue D, shown in position in Fig. 1, which slides in the groove *d* of the block or tumbler B.

The object of my invention is to provide a cheap and serviceable car-coupler by means of which freight, passenger, or other cars may be instantaneously and automatically coupled without the danger to train-hands which exists with reference to the ordinary method of coupling cars.

The invention consists in the construction and combination of the various parts of the device, as will be hereinafter fully described, and pointed out in the claim.

In carrying out my invention I make use of an ordinary draw-bar head, such as is already so well known as not to require further description, and in it I cause to be cast a way or space suitable for the reception of the block or tumbler B and its appurtenances. This space or way extends from the under side of the draw-bar head, when the latter is suitably placed relatively to the adjacent parts of the car, up to near the top or highest level of the draw-bar head, thus leaving free access to the side and to the front of it, while the upper part is closed to prevent the ingress of rain, snow, or sleet, and, generally, to preclude the access of dust, dirt, or other foreign substances to the cavity in which is

located the block or tumbler B. On the front side of this block or tumbler B in the groove *d* slides the tongue D, having the recess or slot *e*, whose purpose is to inclose a suitable pin made one with the block or tumbler B in such a manner that the tongue D may slide up and down a limited distance only in the groove *d*. The tongue D is bent upward and forward at its lowest end, so as to engage with the coupling-pin C, which rests upon it when the cars are ready to be coupled. It will be readily seen that the weight of the pin C, resting upon the lower forward end of the tongue D, added to the weight of the block or tumbler B, which slides downward and obliquely forward upon the transverse pin *f*, which engages with the block or tumbler B through the slotted hole *b*, causes the pin C to be retained in position suspended above the floor of the draw-bar head. When the link *g*, which may be of any desired shape, is inserted into the draw-bar head in the act of coupling the cars, the block or tumbler B is pushed obliquely backward and upward, carrying with it the tongue D, thereby releasing the pin C, which immediately drops into the link. It will be seen, also, that when the link is withdrawn the pin is always retained in position by the mechanism ready for reception of the link in a subsequent coupling.

The relative parts of my invention may be represented in any desirable material, preferably cast-iron.

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

In a car-coupler, the combination, with the draw-bar head having the cross-pin *f*, the pin C, and a suitable recess, of the block or tumbler B, having the slotted hole *b*, the groove *d*, the tongue D, having the slotted hole *e*, and a suitable pin made one with the block B, which retains the tongue D to slide in the groove *d*, substantially as and for the purposes set forth.

ALBERT MAILMAN.

Witnesses:

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JOHN F. SELDON.