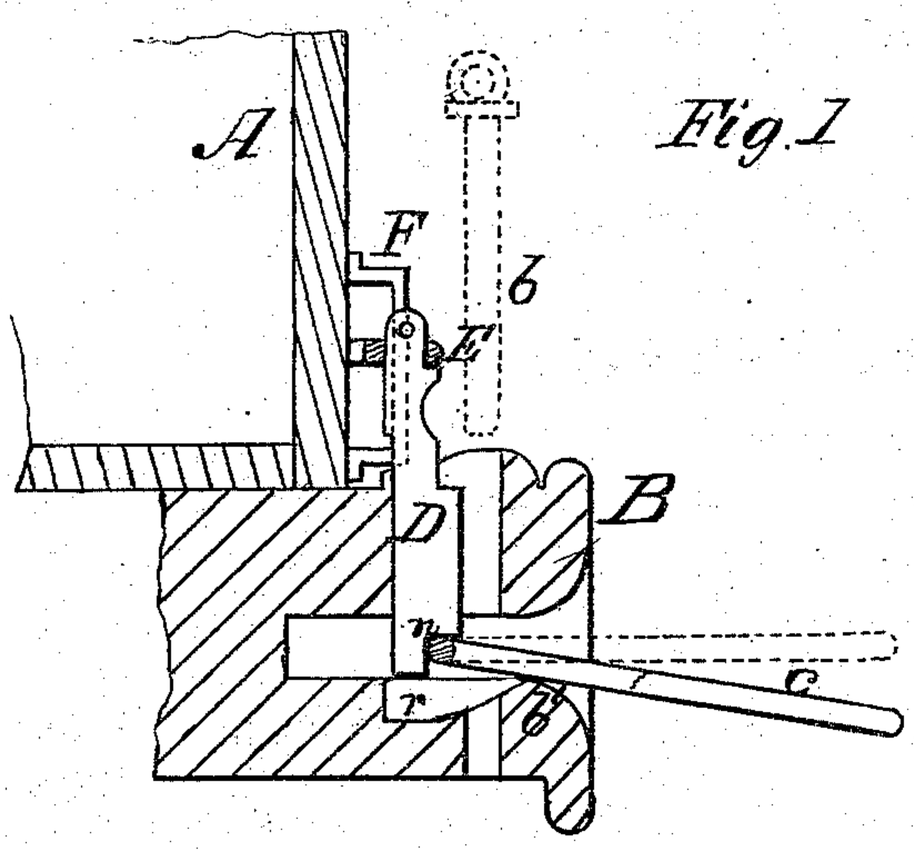
P. L. MENK.

Car-Couplings.

No. 158,507. Patented Jan. 5, 1875.

Fig. 1



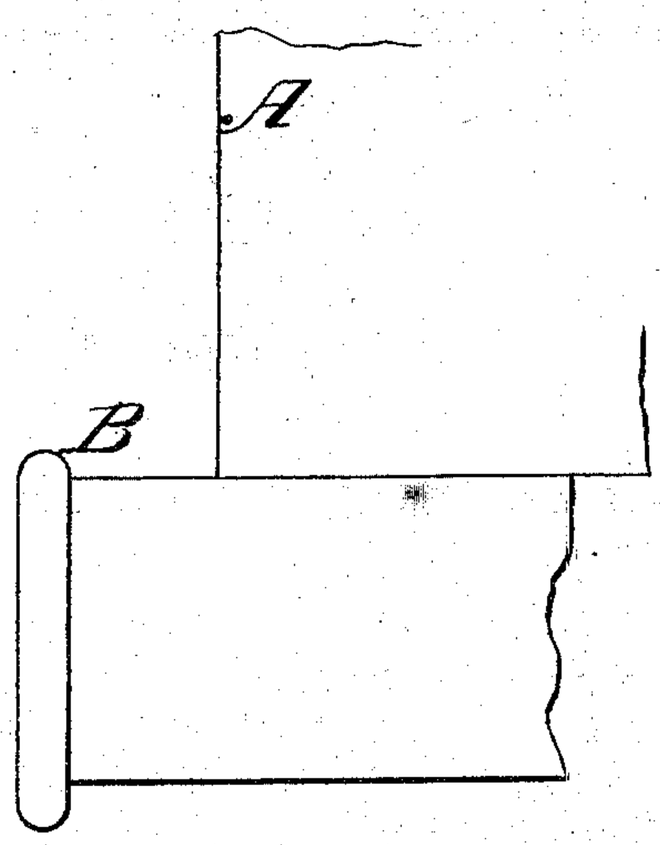
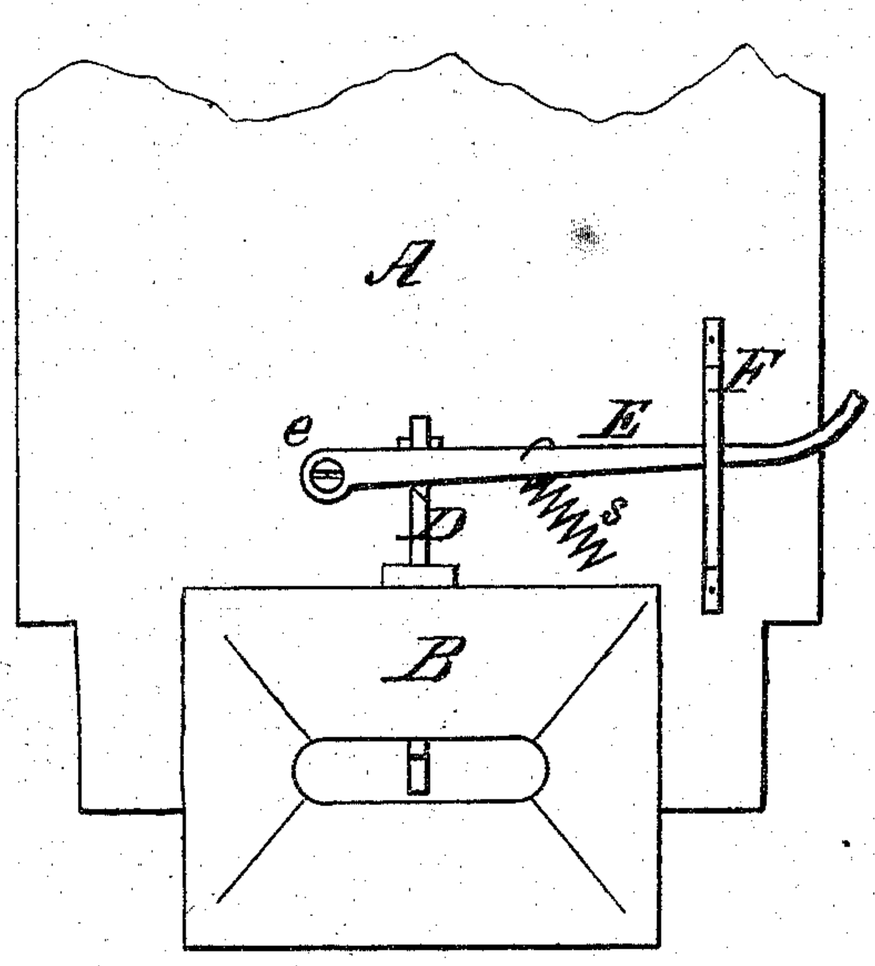


Fig. 2



WITNESSES

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UNITED STATES PATENT OFFICE.

PETER L. MENK, OF PARIS, ILLINOIS.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **158,507**, dated January 5, 1875; application filed April 25, 1874.

To all whom it may concern:

Be it known that I, PETER L. MENK, of Paris, in the county of Edgar and State of Illinois, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a sectional view of my car-coupling, and Fig. 2 is an end view.

This invention has relation to coupling cars; and it consists in the novel construction and arrangement of devices, as hereinafter more fully described and claimed.

In the annexed drawings, A A designate the ends of two cars which it is desired to couple, having applied to them, in the customary manner, draw-bars, which I designate by the letter B, which draw-bars have coupling-pins *b* applied to them in the usual well-known manner, and are provided with a front bearing, *b'*, which serves as a fulcrum for a coupling-link, *c*, by means of which I am enabled to vertically adjust said link *c* to enter the draw-bar of an approaching car of different height from the ground. D designates a pin or bar, applied movably and vertically to the draw-bar B in rear of pin *b*, and which is provided at its lower end with a notch, *n*, and a projection or abutment, *n'*, extending from the end thereof, and received into a recess in the front lower floor of the draw-bar. This abutment serves to prevent the coupling-link from entering beyond it into the draw-bar, thus always maintaining a sufficient portion thereof out of the draw-bar for coupling. This notch serves to bear upon and prevent pin *b* from going beyond it into the draw-bar B, and it is jointed at its upper extremity to a lever, E, having its fulcrum at *e*, and its free end extending laterally beyond the side of a car, so that, when this lever is actuated, the operative may stand from between the cars. This lever E is secured to the end of the car by means of the guide-staple F, which serves to prevent said lever from vibrating outwardly, and it is supported by means of spring *s*, of suitable construction.

When the end of lever E is forced downward by the operative it communicates a downward motion to the pin D, and engages notch *n* with the interior end of coupling-pin *b*, and elevates the exterior end, so as to cause it to enter the draw-bar of a car, however widely it may differ in height from that on which my improvement has been applied.

What I claim as new, and desire to secure by Letters Patent, is—

The lever E, secured by staple F and supported by spring *s*, in combination with the vertically-movable notched pin D and front bearing *b'*, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

PETER L. MENK.

Witnesses:

JAS. F. HOGUE,

CHAS. W. JACOBS.