

J. WAGNER.
CAR-COUPLING.

No. 176,715.

Patented April 25, 1876.

Fig. 1

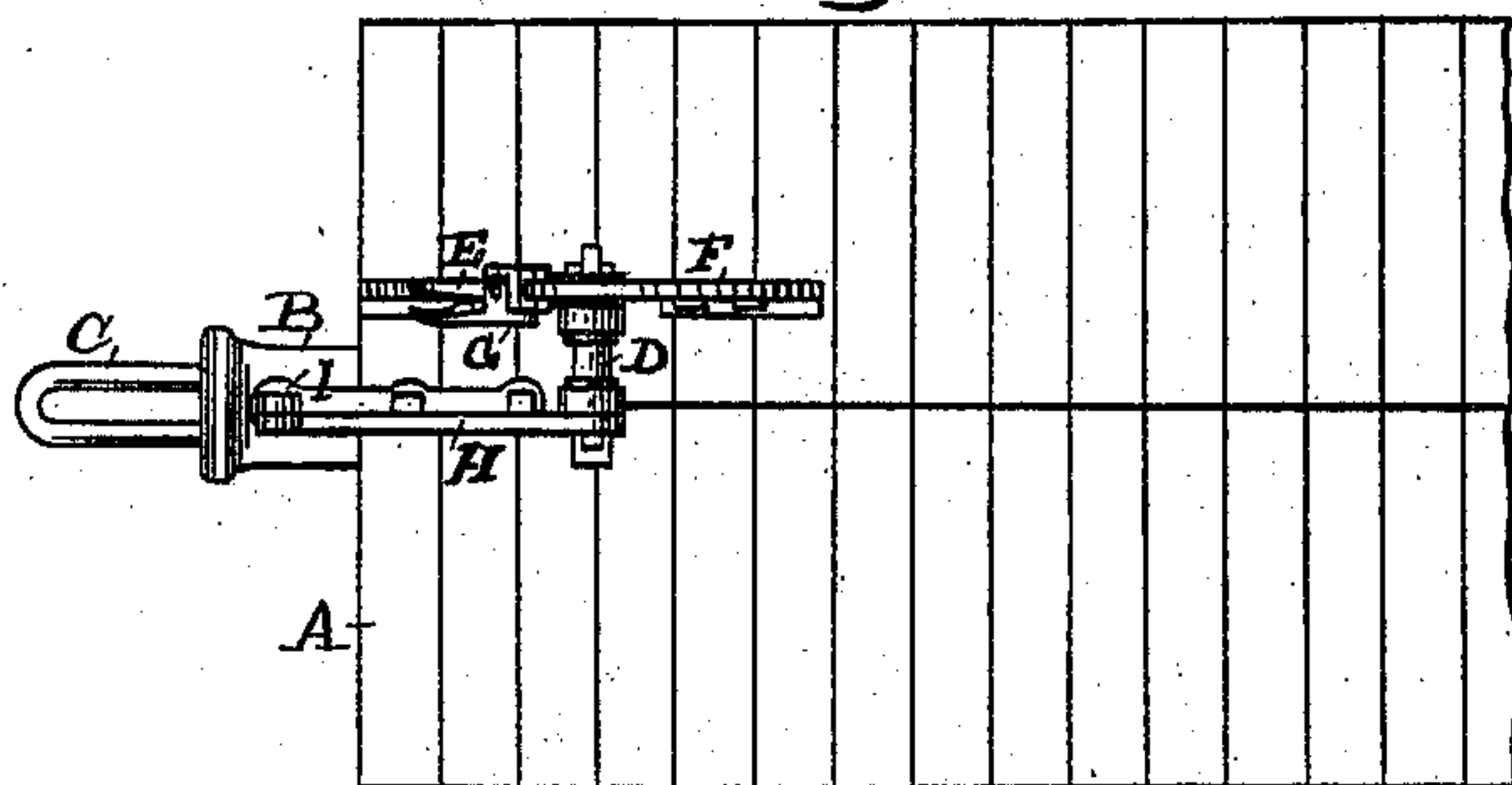
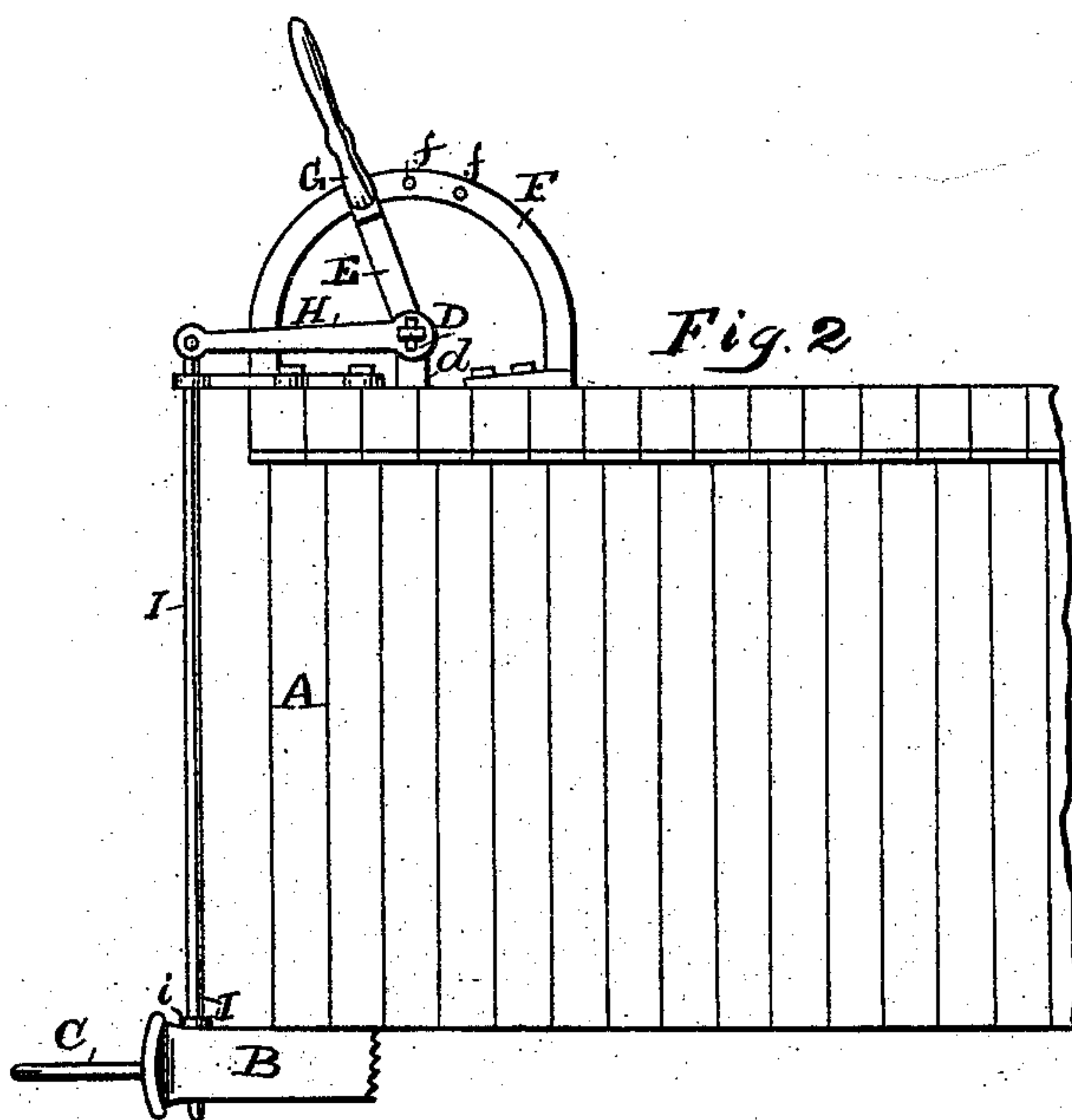


Fig. 2



Witnesses:
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att'y.

UNITED STATES PATENT OFFICE.

JOHN WAGNER, OF KEITHSBURG, ILLINOIS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **176,715**, dated April 25, 1876; application filed February 1, 1876.

To all whom it may concern:

Be it known that I, JOHN WAGNER, of Keithsburg, county of Mercer and State of Illinois, have invented certain Improvements in Car-Couplings, of which the following is a specification:

My invention relates to improvements in railway-car couplings; and the invention consists in the use of a rock-shaft and hand-lever mounted in a safe position upon the top of a railway-car and connected by a lifting-rod and pendant with the ordinary straight coupling-pin, and by means of which the coupling-pin may be raised or lowered, and may be locked in its lowest position, or at any desired elevation.

In the accompanying drawings, Figure 1 is a top view of a railway-car having my invention attached thereto. Fig. 2 is a side elevation of Fig. 1.

Referring to the parts by letters, letter A represents the end of an ordinary railway freight-car; B, an ordinary draw-head, and C an ordinary coupling-link. D is a rock-shaft, journaled in standards *d* on top of the car A, and some distance back from the end of the car. E is a hand-lever attached to one end of the rock-shaft D. F is a segmental bar, mounted on the car-top, and passes through a slot in the bar E, and is pierced with holes *f*, in

which a detent on a thumb-lever, G, engages to adjust it at different positions thereon. H is an arm projecting forward from the rock-shaft D. I is the coupling-pin extended in length so that its upper end may be hinged to the outer end of the arm H. The coupling-pin has a collar, *i*, to limit its downward motion. The brakeman may, standing in a comparatively safe position, use the lever E to raise and lower the coupling-pin at will, and may lock it in any desired position by allowing the detent on the thumb-lever G to engage in the different holes in the segment-bar F.

I claim—

The segment-bar G, having series of holes *f*, lever E, and thumb-lever G, rock-shaft D, arm H, and extended coupling-pin I having the collar *i*, all arranged to operate in combination with the draw-head B and link C, so that when the levers E and G are in one position the link will be held in the draw-head; when in another position the link may be withdrawn therefrom, and when in a third position the coupling-pin will be held clear above the draw-head, so that the cars may come together without coupling, substantially as set forth.

JOHN WAGNER.

Witnesses:

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