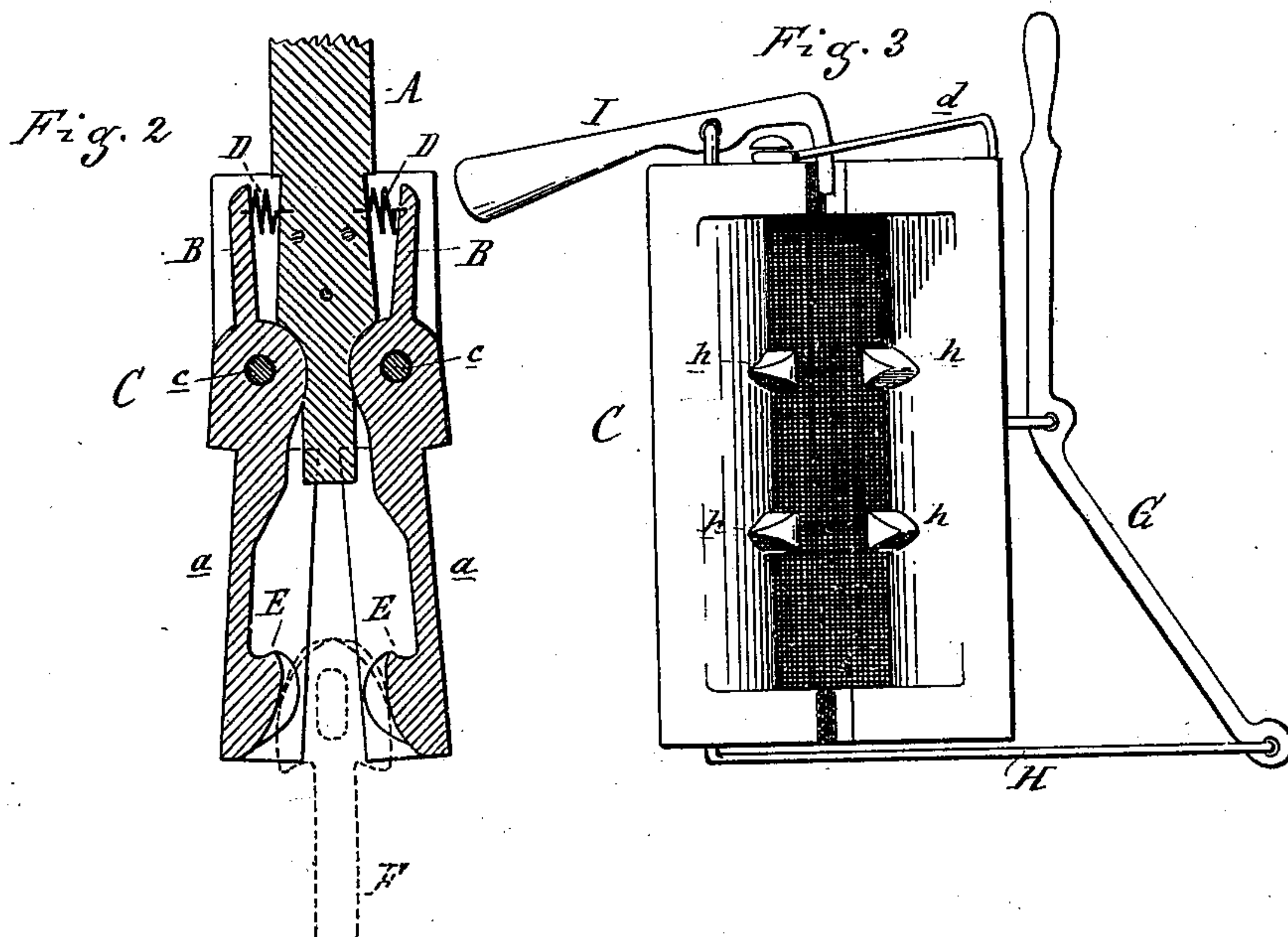
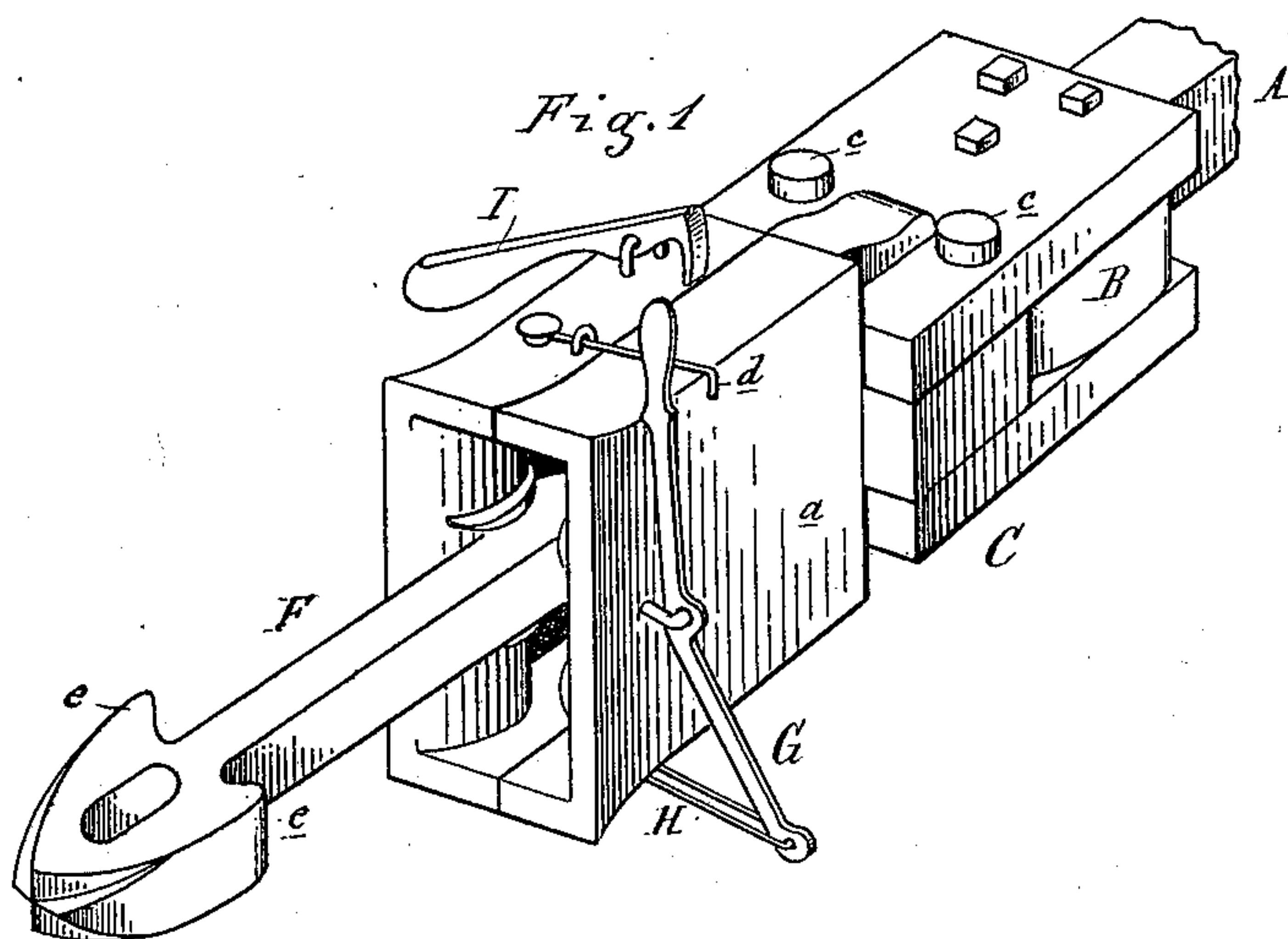


(No Model.)

C. F. ARCHENBRONN.
Car Coupling.

No. 230,458.

Patented July 27, 1880.



Attest:
A. Barthel
Thos. S. Day

Inventor:
C. F. Archambault
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UNITED STATES PATENT OFFICE.

CHARLES F. ARCHENBRONN, OF WATERLOO, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 230,458, dated July 27, 1880.

Application filed May 27, 1880. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. ARCHENBRONN, of Waterloo, Jackson county, Michigan, have invented an Improvement in Car-Couplings, of which the following is a specification.

The nature of this invention relates to certain new and useful improvements in the construction of car-couplings; and the invention consists in the peculiar construction, arrangement, and combinations of the various parts, all as more fully hereinafter set forth.

Figure 1 is a perspective. Fig. 2 is a horizontal section. Fig. 3 is a front elevation of draw-head when set for coupling.

In the accompanying drawings, which form a part of this specification, A represents the forward end of a draw-bar, which is recessed upon its two sides to receive the shanks B of the draw-head C. This draw-head is constructed in two parts, *a*, the shanks B of which are pivoted, as at *c*, within the recessed sides of the draw-bar.

Springs D are interposed behind the rear end of the shanks B, exerting their force so as to keep the two portions of the draw-head closed together. When the coupling-link has entered the head, a hook, *d*, pivotally secured to one member of the head, is designed to drop over the side of the opposite member, and thus prevent the two parts being accidentally forced apart.

The inner faces of the parts *a* of the draw-head are recessed and provided with the shoulders E, which engage with the shoulders *e* on the coupling bar or link F when the latter is inserted between them. The draw-heads are provided with ribs *h* upon their meeting faces, which serve as guides for directing the coupling-bar, so as to couple cars of varying heights.

A lever, G, is pivoted to the side of one of

the parts *a* of the draw-head, a rod, H, being pivotally secured on its lower end, the opposite end of said rod being secured to the opposite part or member of the draw-head, and by means of this lever the draw-head may be opened for the purpose of removing the coupling-bar in uncoupling, the hook *d* first being released.

A dog or hook-lever, I, is pivoted to the top of one of the parts of the draw-head, the longer or heavier arm of which dog hangs outwardly. When it is desired to adjust the head so that it will couple with another car, the jaws of the head are slightly forced apart, and the hook of the lever I is inserted between them, as shown, the hook *d* resting upon the top. When the coupling-bar enters, it forces the two parts farther apart, which relieves the dog I, which disengages itself by the gravity of its heavier arm, and the springs D close the parts of the head together.

What I claim as my invention is—

1. In a car-coupling, and in combination with the draw-bar A and coupling-bar F, the divided draw-head C, pivoted to the draw-bar A, springs D, and the lever I, having a nose adapted to hold the jaws of the draw-head apart when inserted between them and a weighted end to lift the nose when the jaws are opened farther by the coupling-bar, substantially as described.

2. In a car-coupling, and in combination with the draw-bar A, the pivoted and divided draw-head C, springs D, coupling-bar F, lever G, rod H, hook *d*, and the weighted lever I, substantially as described, and for the purpose specified.

CHARLES F. ARCHENBRONN.

Witnesses:

H. S. SPRAGUE,

EDWARD A. LANE.