

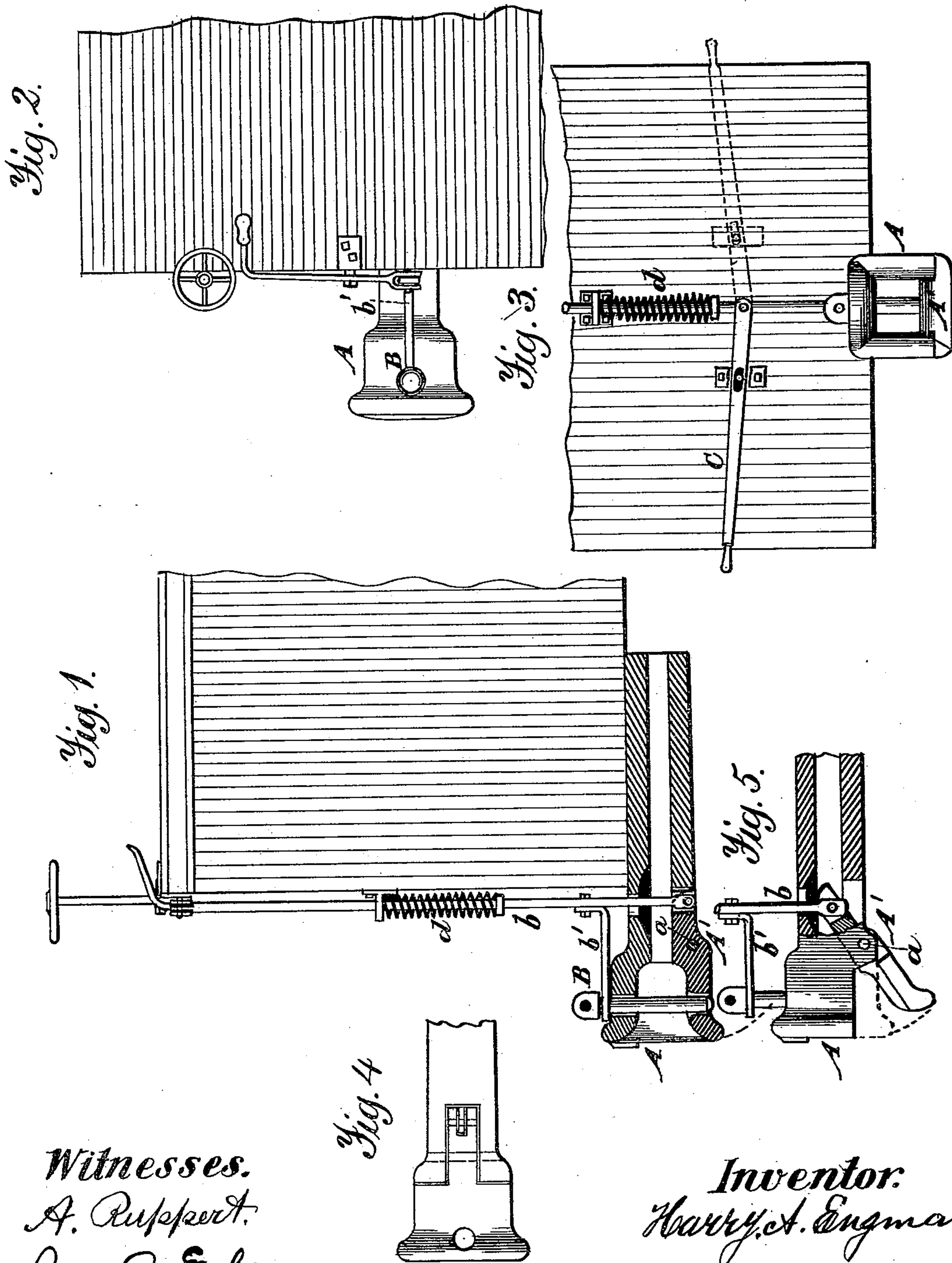
(No Model.)

H. A. ENGMAN.

CAR COUPLING.

No. 246,104.

Patented Aug. 23, 1881.



Witnesses.
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HARRY A. ENGMAN, OF ST. LOUIS, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 246,104, dated August 23, 1881.

Application filed July 16, 1881. (No model.)

To all whom it may concern:

Be it known that I, HARRY A. ENGMAN, a citizen of the United States of America, residing at St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Car-Couplers; and I do hereby 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 letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a sectional view of my improved car-coupling as applied for use or operation. Fig. 2 is a plan view, and Fig. 3 is a front elevation. Figs. 4 and 5 are views, one in detail of the under side of the draw-head and the other a section and side view of the draw-head and its pin and pivoted section as connected together for joint operation.

This invention has more particular reference to adjusting the pin and guiding the approaching link into the meeting draw-head preparatory to coupling the cars with facility and certainty; and it consists in the detailed construction and arrangement of the parts, substantially as hereinafter more fully set forth and claimed.

In carrying out my invention I employ, as will be seen by reference to the accompanying drawings, a draw-head, A. This draw-head is different from others of this class in that the guiding device A' is a part of the draw-head itself, as will be clearly seen by referring to Figs. 1, 4, and 5. It (the device A') is pivoted, as at *a*, in the lower side edges of draw-head A, while its inner or rear end, in addition to being connected to the operating rod or chain *b*, is capable of rising in that end of the draw-head as its forward end descends. The surface of the draw-head is rounded out or enlarged at that point, as at *c*, to give the lip or guiding device A' all the possible movement it may require at its forward end to reach down sufficiently far to take under and guide into the draw-head a link at the lowest plane upon a meeting car.

B is the pin, of the usual construction, but so connected to the guiding device operating

rod or chain *b* by the arm *b'* of said rod and adapted to operate as that when the device or lip A' is depressed it will be elevated, as seen in Fig. 4, and in this respect unlike other car-couplings in its operation. By this movement of the parts it will be readily seen that while the lip A' lowers to guide into position the link of the approaching car the pin rises out of its way, and that as the lip is raised by the operator through the rod or chain *b* to hold the link in position the pin will descend, passing through the link, and thus effect the coupling of the cars.

A spring, *d*, encircling the rod *b*, holds the guiding device A' in its closed position. The guiding device and pin can be operated at the sides of the car when desired, as shown in Fig. 3 of the drawings, by means of levers C, suitably pivoted one at each end of the car and connected to the operating rod *b*, one arranged at each end of the car. The operating-rod *b* can be operated by the foot of the brakeman, and thus allow him to apply the brakes and simultaneously uncouple the cars, by applying a foot-lever, D', thereto, as clearly seen in Figs. 1 and 2.

I claim and desire to secure by Letters Patent—

1. In a car-coupling, the draw-head A, having formed out of itself the link-guiding device A', in combination with the spring-actuated rod or chain *b*, substantially as and for the purpose set forth.

2. In a car-coupling, the combination, with the draw-head A, having the guiding device A' formed out of itself, of the spring-actuated rod or chain *b*, and pin B, connected by the arm *b'* to the rod *b*, substantially as and for the purpose set forth.

3. In a car-coupling, the draw-head A, having its inner surface rounded out or enlarged, as at *c*, and provided with the lip A', in combination with the operating mechanism *b*, substantially as and for the purpose specified.

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

HARRY A. ENGMAN.

Witnesses:

JOS. R. EDSON,

HARRY BERNHARD.