

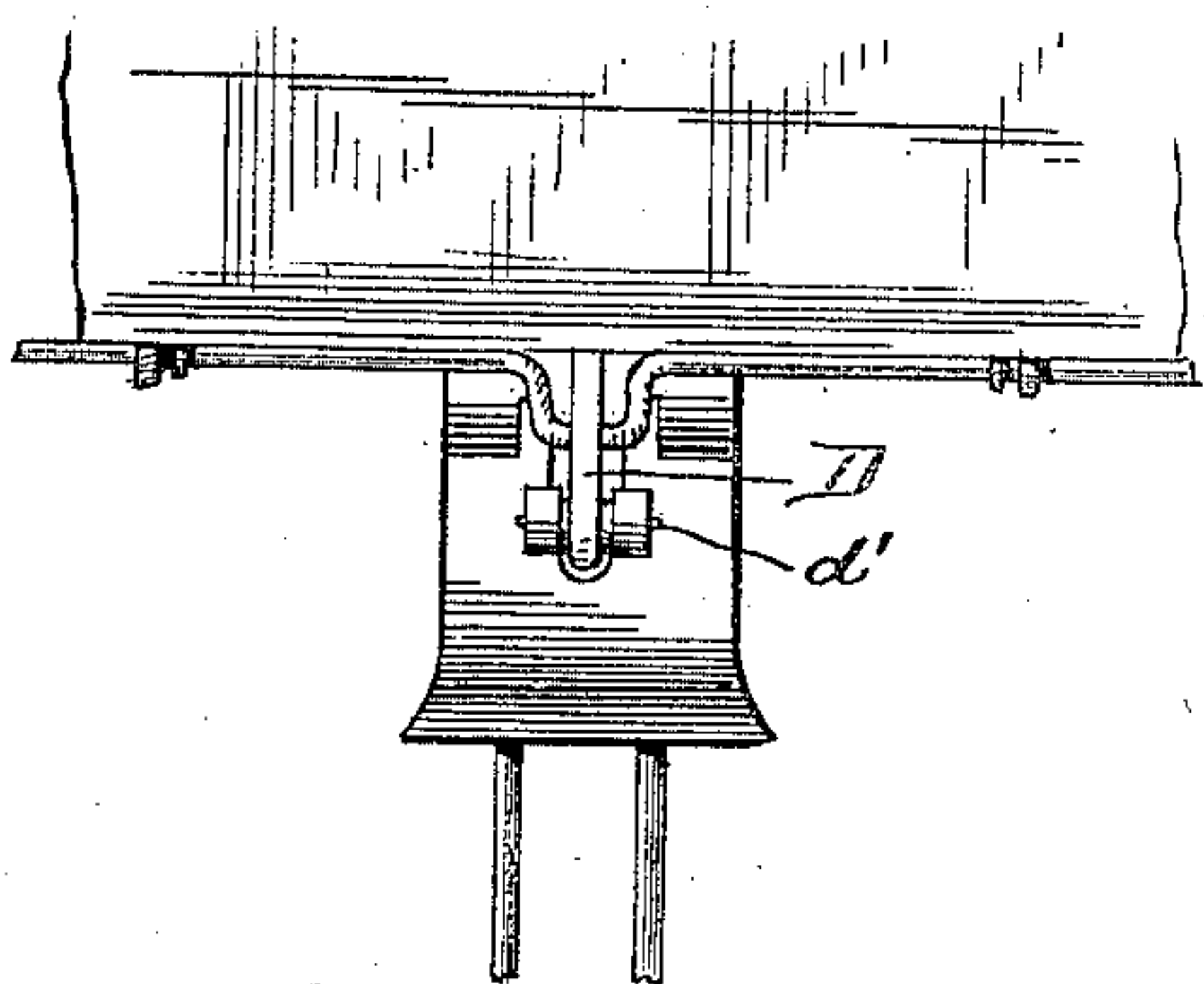
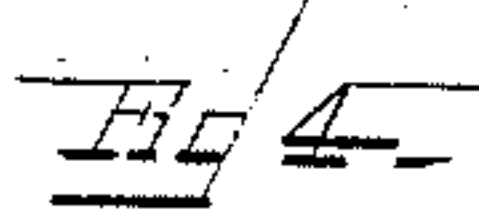
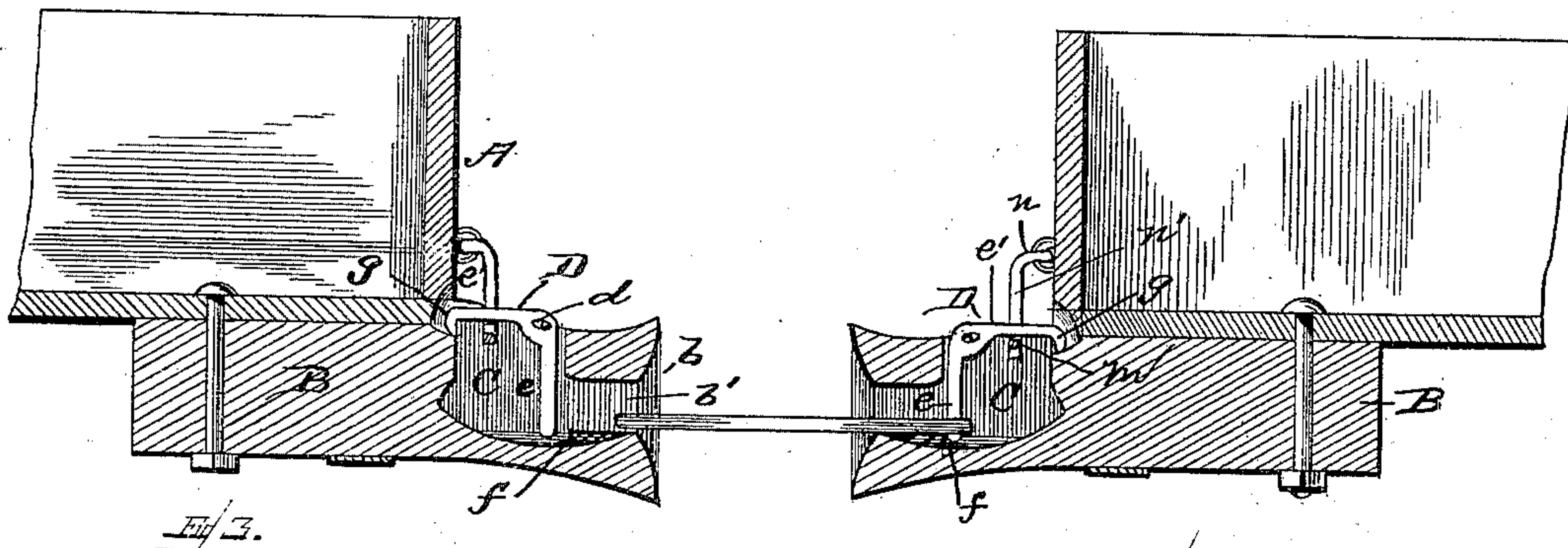
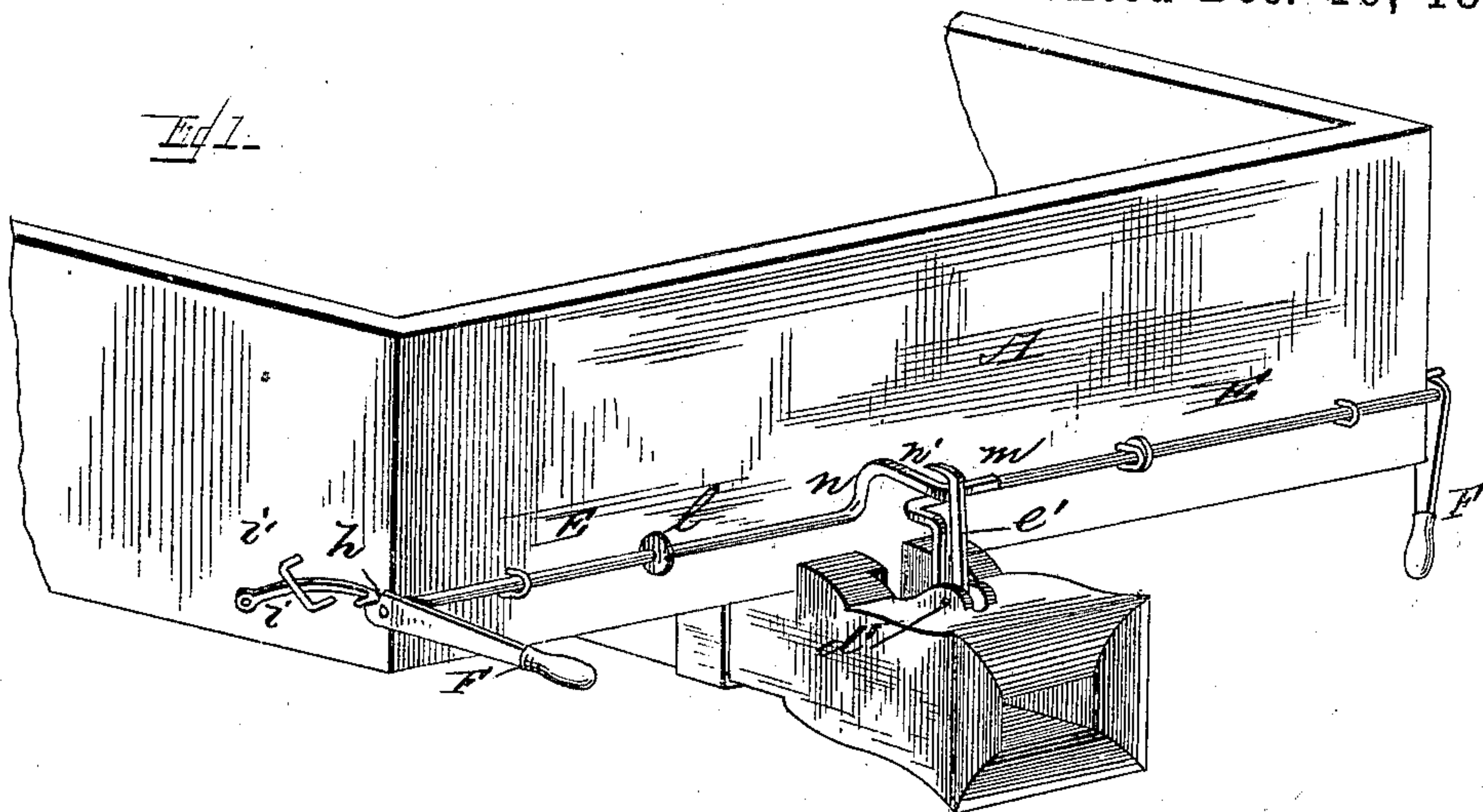
(No Model.)

C. N. ALDERMAN.

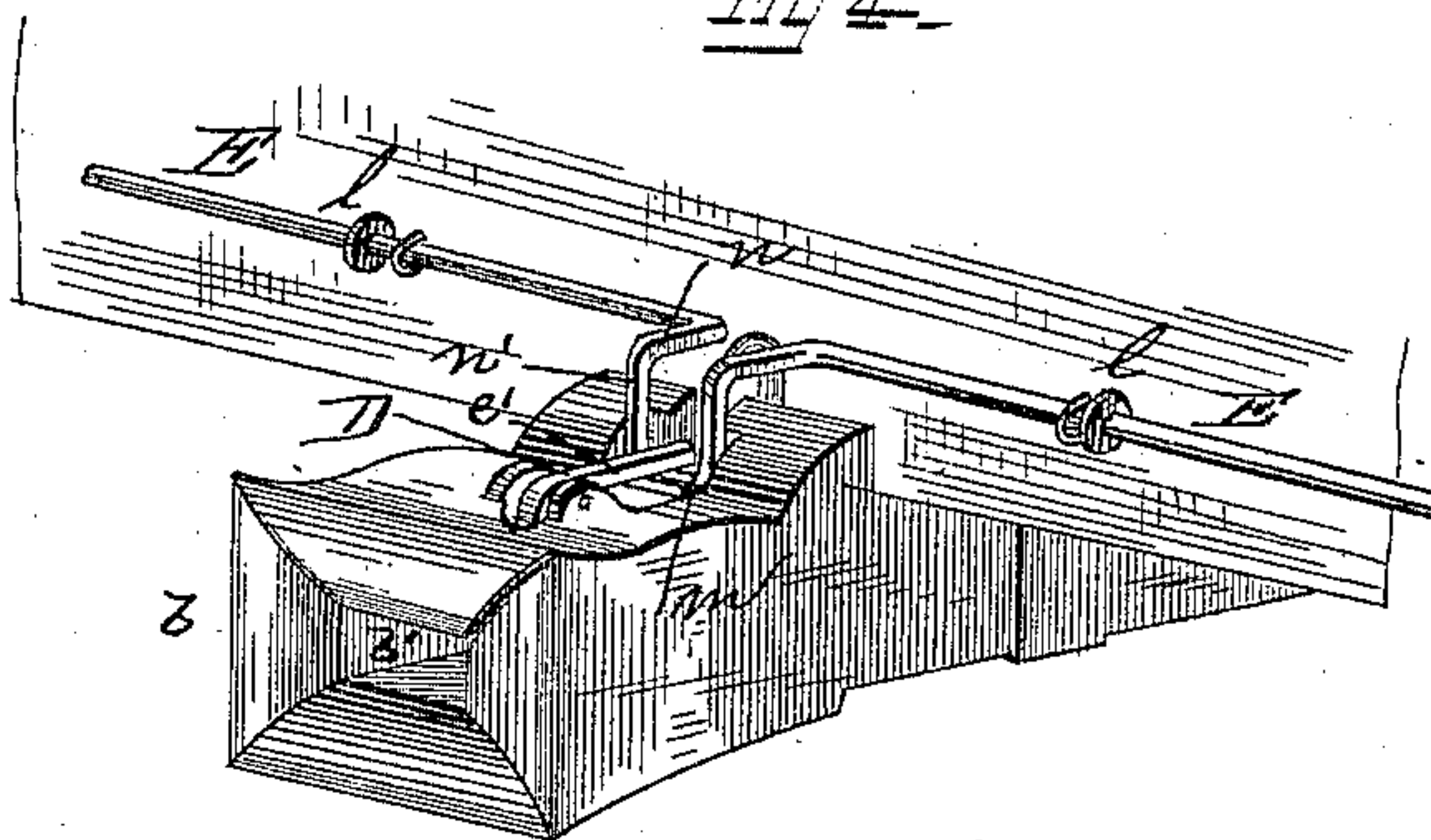
CAR COUPLING.

No. 309,329.

Patented Dec. 16, 1884.



WITNESSES
J. L. Ourand
E. W. Johnson



Charles H. Alderman
INVENTOR
Charles H. Alderman
Attorney

UNITED STATES PATENT OFFICE.

CHARLES N. ALDERMAN, OF STREATOR, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 309,329, dated December 16, 1884.

Application filed October 7, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHARLES N. ALDERMAN, a citizen of the United States of America, residing at Streator, in the county of La Salle and State of Illinois, 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.

My invention relates to certain new and useful improvements in car-couplers; and it consists in the construction and combination of the parts, as will be hereinafter fully set forth, and pointed out in the claims.

The object of my invention is to provide a coupling device whereby the cars couple themselves automatically, and may be uncoupled from either side of the car without the necessity of going between the same.

In the accompanying drawings, Figure 1 is a perspective view. Fig. 2 is a sectional view. Fig. 3 is a plan view. Fig. 4 is a detail perspective view.

A represents the front portion of a car, centrally to the under side of which is secured the draw-head B, which draw-head is preferably made of a single casting, and is provided with the usual bell-shaped mouth, *b*, a link-opening, *b'*, behind which is an enlarged cavity, C, through the upper portion of which passes an angular coupling-pin, D, which coupling-pin is provided at its upper portion, as shown in Fig. 2, with a slot, *d*, through which passes a pin, *d'*, which is secured to upwardly-projecting ears on the upper surface of the draw-head. The member *e* of the coupling-pin D is straight, and of sufficient length to abut against the shoulder *f*, formed in the draw-head, while the other member, *e'*, is provided at its end portion with a shoulder, *g*, which will normally rest within a depression in the upper portion of the draw-head.

It will be seen from the foregoing construction that when the link enters the draw-head it will strike against the coupling-pin and throw the same rearwardly, and after the coupling-link passes a certain point the pin will

fall and prevent the withdrawal of the link from the heads, thereby coupling the cars.

To the front of the cars above the draw-head are pivotally secured two horizontal bars, E E, which are provided at their outer ends with operating-arms F, which have ratchet-teeth *h* formed on their inner ends, which ratchet-teeth engage with a pawl, *i*, which is pivoted to the side of the cars, the play of said pawl being limited by a staple, *i'*. The outer end of this pawl *i* is bent at right angles, so as to project outwardly and form a convenient means for lifting the same out of engagement with the ratchet at the end of the handle-bar. The rod E is provided intermediately with collars *l*, for preventing the lateral play of said bars, and the inner ends of these bars are bent first at right angles with the main portion, as shown at *n*, from whence they are again bent at right angles with the portion *n*, as shown at *n'*, and from thence again at right angles with the portion *n'*, so as to form a portion, *m*, which is parallel with the main portion of the rod, as is fully shown in Figs. 1 and 4 of the accompanying drawings. The portions *m m* of the rod E will lie normally under the member *e'* of the coupling-pin, and when it is desired to elevate the coupling-pin, so as to release the link, the arm F is elevated to a horizontal position, and the member *e'* of the coupling-pin will then be elevated to a nearly vertical position, bringing the member *e* to a horizontal position.

It will be seen from the foregoing that the ends of the rods E lie normally under the member *e'* of the coupling-pin, and are held in such position by the arms F, which depend from the ends of the rods E. An excessive upward movement of the bent portion of the rod E is prevented by the ends contacting with the hook *g*, formed on the coupling-pin.

I claim—

1. In a car-coupler, a draw-head constructed substantially as described, and provided with lower front shoulder, *f*, and upper rear bearing portion, a coupling-pin pivoted and having members *e e'* at right angles with each other, the former bearing against the shoulder *f*, and the latter resting upon the said rear portion, in combination with a rod, E, pivoted above the draw-head, and provided with a bent end, as shown, and at its opposite end with an oper-

ating-arm, substantially as shown, and for the purpose set forth.

2. In a car-coupler, the combination of the draw-head B, having front lower shoulder, *f*, and rear upper bearing portion, an angular coupling-pin pivoted in said draw-head, and consisting of the portions *e e'*, bearing, respectively, against the shoulders *f* and the rear upper bearing portion, said pin having a hooked portion, *g*, and rod E, bent at its inner end, so as to provide a portion, *n*, which engages with

the coupling-pin, and at its opposite end with an operating-arm provided with a notch, *h*, with which engages a pawl, substantially as shown, and for the purpose set forth.

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

CHARLES N. ALDERMAN.

Witnesses:

JAMES HAWTHORN,
JOHN STRINGER.