

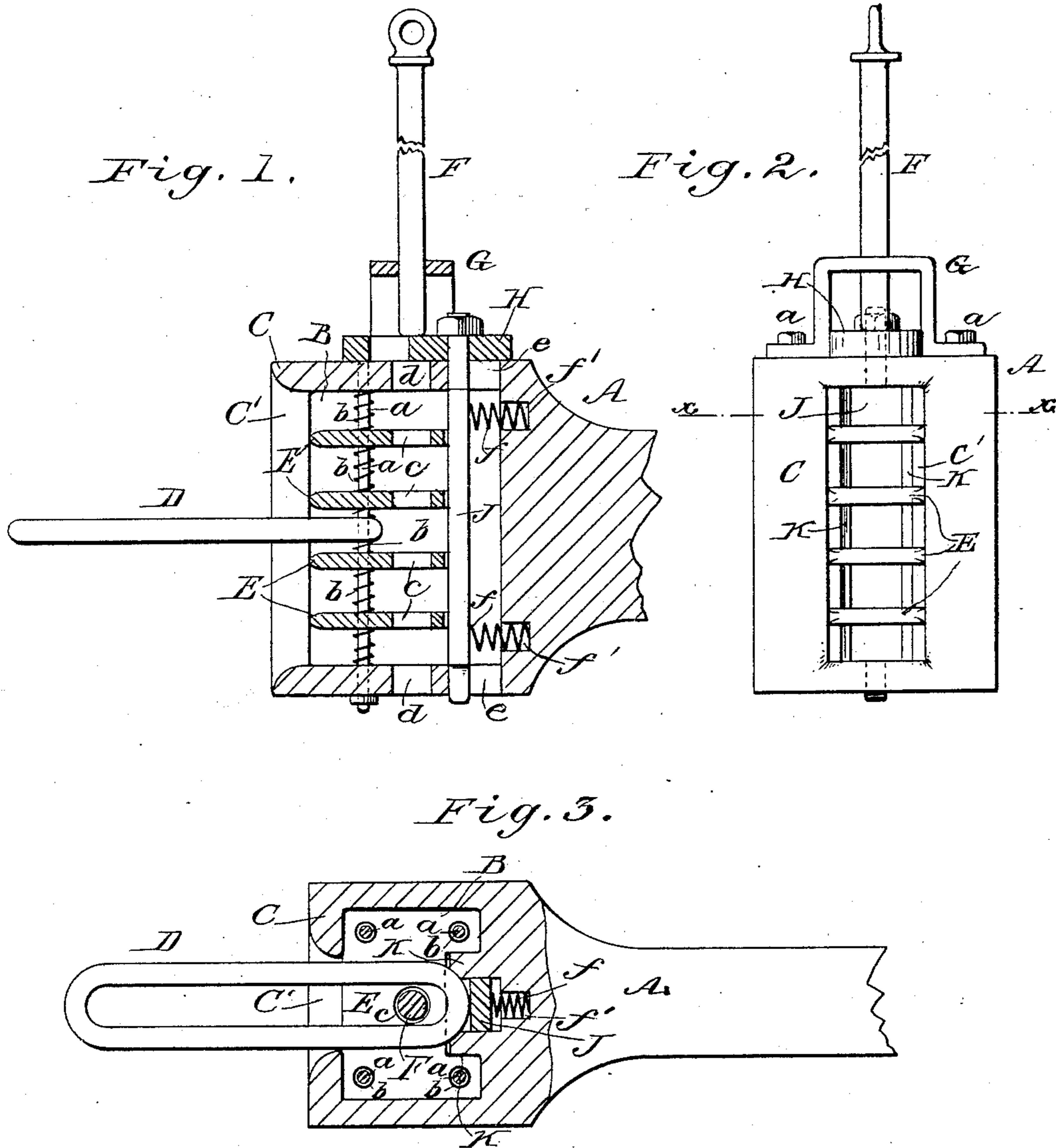
(No Model.)

W. H. KALTENBECK.

CAR COUPLING.

No. 354,321.

Patented Dec. 14, 1886.



WITNESSES:

John H. Deemer
C. Bedgwick

INVENTOR:

W. H. Kaltenbeck

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM HENRY KALTENBECK, OF ROXBURY, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 354,321, dated December 14, 1886.

Application filed August 13, 1886. Serial No. 210,819. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY KALTENBECK, of Roxbury, in the county of Delaware and State of New York, have invented a new and Improved Car-Coupler, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional elevation of a draw-head constructed in accordance with my invention, showing a link entering the draw-head and the coupling-pin in elevated position. Fig. 2 is a front elevation of the draw-head and coupling-pin, and Fig. 3 is a sectional plan view taken on the line *xx* of Fig. 2.

The invention will first be described in connection with the drawings, and then pointed out in the claims.

The draw-head A is formed with the chamber B, which is partially closed in front by the plate C, through which is formed the elongated opening C', for the passage of the connecting-link D into the draw-head. Within the chamber B is placed upon rods *a a* the series of division-plates E. These plates are loose upon the rods *a*, and are separated and held in position by coiled springs *b*, placed upon the rods, so the plates are adapted to have a yielding action, so as not to resist the entrance of the connecting-link D to the draw-head. The plates E being several in number and spaced by the spring *b*, they are adapted to support the connecting-link at various elevations, so the coupler is adapted to couple cars of different heights. The plates E are all correspondingly apertured, as shown at *c*, and these apertures correspond with the apertures *d d*, made in the top and bottom of the draw-head, to permit the coupling-pin F to drop into the draw-head and down through the connecting-link D when the same is forced into the draw-head between the plates E.

The coupling-pin F, when lifted out of the draw-head, is held in elevated position by the guide piece or strap G and sliding trip-plate H, which latter is adapted to be forced for-

ward by the action of springs *f*, to occupy a position under the coupling-pin, as shown clearly in Fig. 1. The entrance of the connecting-link D to the draw-head forces the trip-plate H back from under the coupling-pin and permits it to drop of its own weight down into the draw-head and through the connecting-link, thus automatically effecting the coupling of the cars. The springs *f* in this instance act upon the trip-plate H through the medium of the bar J, bolted to the trip-plate and passed through the draw-head back of the plates E, and held in slots *e e* at its ends, so that the bar J is adapted to have a sliding movement in the slots *e* sufficient to cause the plate H to support and also to trip the coupling-pin. The springs *f* are lodged in recesses *f'*, made in the draw-head, and they constantly press against the bar J, and tend to force it outward, so that in uncoupling the cars the instant the coupling-pin is lifted above the trip-plate H the springs will act to force the bar J and the plate H forward to support the pin in elevated position, ready for automatically coupling again.

The bar J is held between the guards K K, formed at or secured in the back of the draw-head, which guards prevent the connecting-link from entering the draw-head too far, and they also protect the bar J from becoming bent or battered from contact of the connecting-link, so there will be no failure in the proper action of the bar J and trip-plate H at the time of coupling and uncoupling.

Constructed as described, it will be seen that the coupler is not only perfectly automatic in its action, but is adapted for cars of different heights, and is durable, cheap, and practical in all respects.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The draw-head A, provided with the plates E, placed loosely upon rods and held in position by springs placed upon the rods, substantially as described.

2. The draw-head provided with the horizontal apertured plates E, held by rods and interposed springs, and formed with the ver-

tical parallel stop-guards K back of the plates, in combination with the movable vertical bar J, springs *f*, plate H, and support G for the coupling-pin, substantially as described.

- 5 3. The draw-head formed at the back of the link-cavity with the vertical parallel guard-ribs K K, between which the verti-

cal trip-bars J and operating-springs *f* are placed, substantially as and for the purposes described.

WILLIAM HENRY KALTENBECK.

Witnesses:

WILLIAM STAREY,

DE WITT ROOSA.