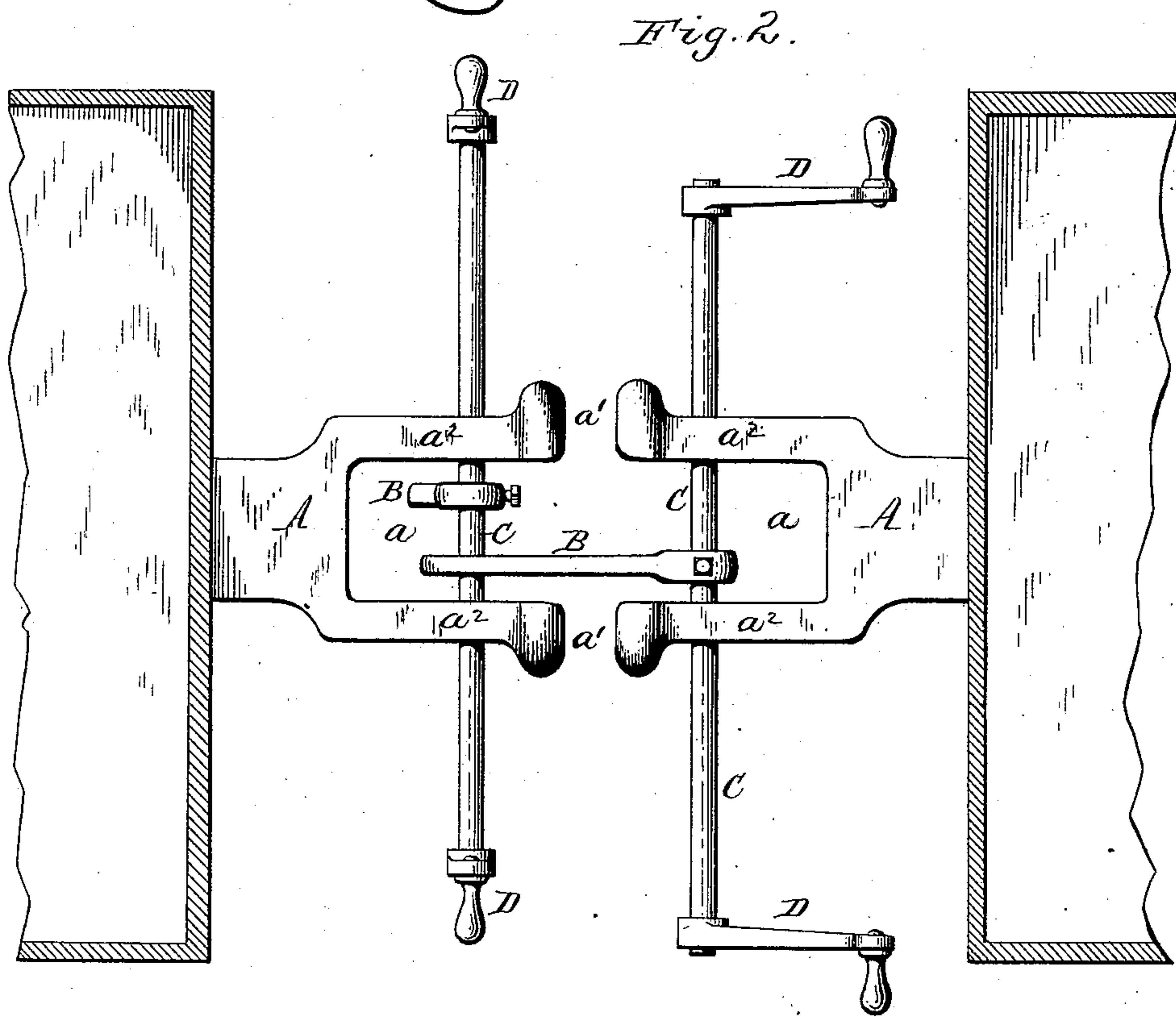
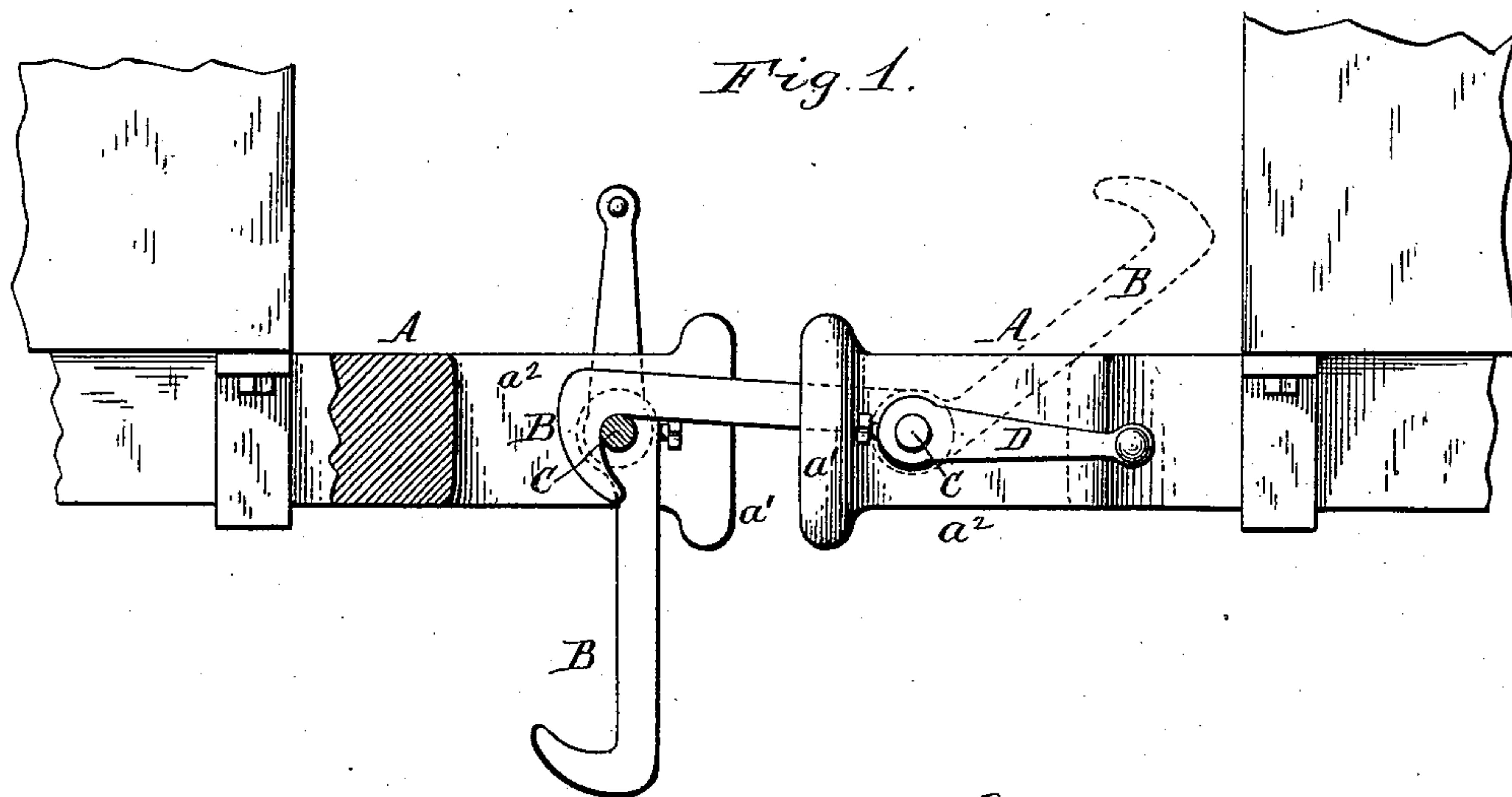


(No Model.)

J. B. BATT.  
CAR COUPLING.

No. 363,944.

Patented May 31, 1887.



Theodore L. Popp  
Geo. J. Buchheit Jr. } Witnesses.

J. B. Batt Inventor.  
By Wilhelm Wimmer.  
Attorneys.

# UNITED STATES PATENT OFFICE.

JOHN B. BATT, OF WILLIAMSVILLE, NEW YORK.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 363,944, dated May 31, 1887.

Application filed August 21, 1886. Serial No. 211,471. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN B. BATT, of Williamsville, in the county of Erie and State of New York, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

This invention relates to an improvement in that class of car-couplings in which each draw-head is provided with a pivoted hook, which engages over a rod or bar on the opposite draw-head for coupling the cars together, and with a lever mechanism, whereby the hooks are operated for coupling or uncoupling from the sides of the car without entering between the cars.

The object of my invention is the construction of a car-coupling in which the coupling-hooks can be laterally adjusted in the draw-heads to clear each other; and the invention consists of the improvements which will be hereinafter fully set forth, and pointed out in the claim.

In the accompanying drawings, Figure 1 represents a side elevation of my improved car-coupling, showing one of the draw-heads in section. Fig. 2 represents a top plan view of the coupling.

Like letters of reference refer to like parts in the several figures.

A A represent the draw-heads, which are formed or cast with open mouths  $a$ , as shown in the drawings, and provided with the usual enlarged portions or faces,  $a'$ , which receive the impact. The mouth  $a$  of each draw-head is composed of two forwardly-extending jaws,  $a^2$ , formed on the front end of each draw-head A, and having straight vertical inner faces, which form closed sides for the mouth  $a$ , and an open top and bottom.

B represents the coupling-hook, which is arranged in the mouth  $a$  between the jaws  $a^2$  and secured to a horizontal rod or rock-shaft, C, so that the hook can be raised and lowered by turning the shaft C. The shaft C is journaled in horizontal openings formed in the jaws  $a^2$ , and its opposite ends extend outwardly to the sides of the car. D are hand cranks or levers secured to the ends of the shaft C, whereby the latter and the hook B, keyed thereon, are readily

turned from either side of the car. The shaft C is fitted loosely in the jaws  $a^2$  and is capable of a free lateral movement, whereby the hooks of two adjacent draw-heads are enabled to be moved out of line when coupling the cars, thus avoiding the danger of breaking the hooks. The space between the jaws  $a^2$  of the draw-head is made of sufficient width to allow of a free lateral play of the hook when coupled over the shaft C.

By forming the draw-heads with the open mouths  $a$ , as described, the hook B when not in use is permitted to hang in a vertical position and clear the front faces,  $a'$ , of the draw-head, thereby avoiding breakage of the hooks, which frequently occurs in couplings in which the inoperative hook rests in a projected position upon the bottom of the draw-head.

When it is desired to couple the cars, one of the shafts C is turned by means of its crank D, so as to raise the hook above the shaft C of the opposite draw-head, and the crank is then released, whereby the hook is allowed to drop over the shaft C on the opposite or adjacent draw-head.

The shafts C are arranged as far as practicable from the outer end of the draw-head, so that the cranks of two adjacent draw-heads will not come in contact when turning curves.

With my improved car-coupler cars having draw-heads of different heights can be readily coupled, as the hooks B are capable of considerable vertical movement.

I claim as my invention—

The combination, with the draw-head A, of a horizontal shaft, C, journaled loosely in the sides of the draw-head and capable of lengthwise movement therein, and a narrow coupling-hook, B, which is secured to the shaft C, and which is laterally adjusted between the sides of the draw-head to clear the opposite hook upon moving the shaft C lengthwise, substantially as set forth.

Witness my hand this 21st day of July, 1886.

JOHN B. BATT.

Witnesses:

CARL F. GEYER,  
JNO. J. BONNER.