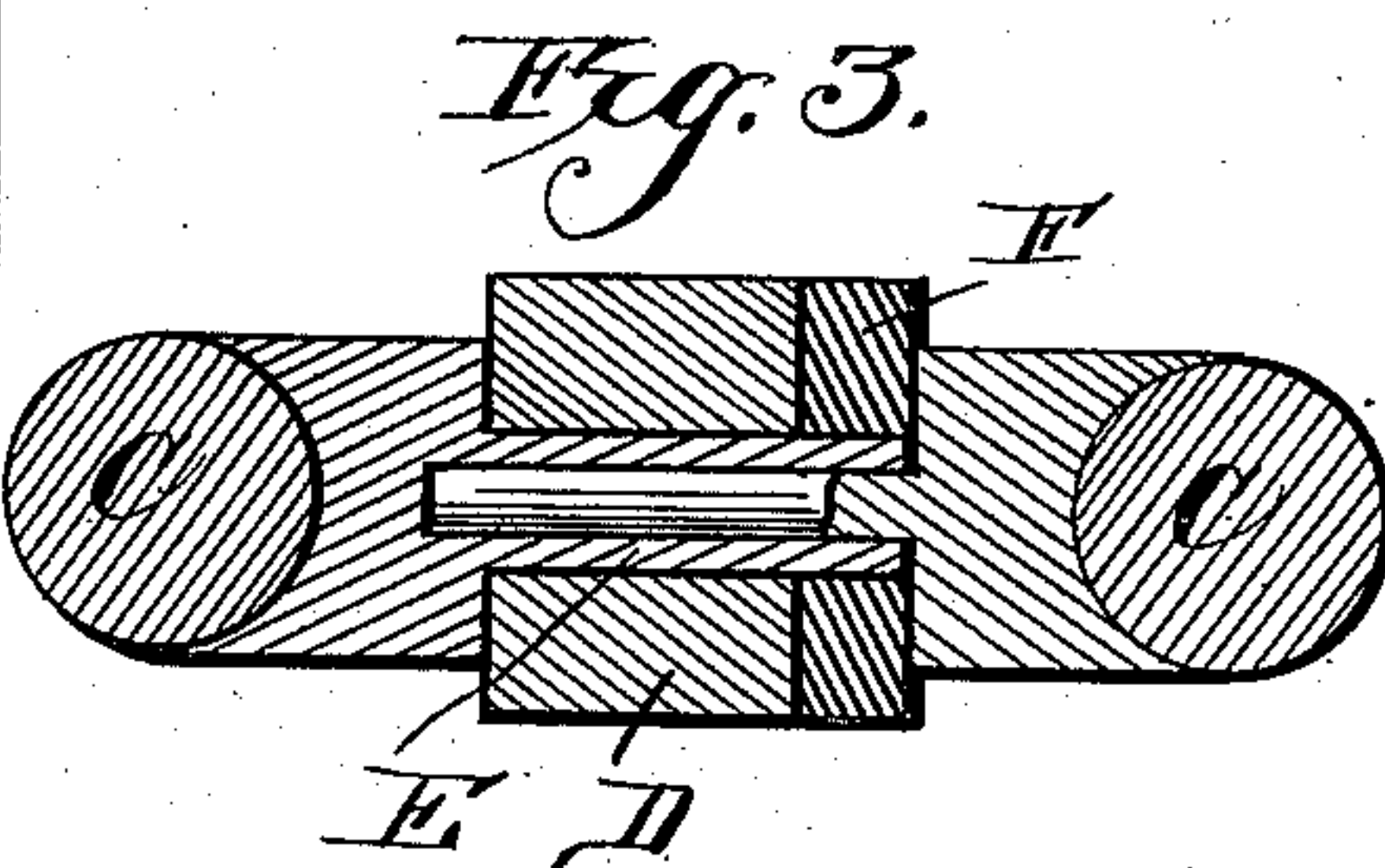
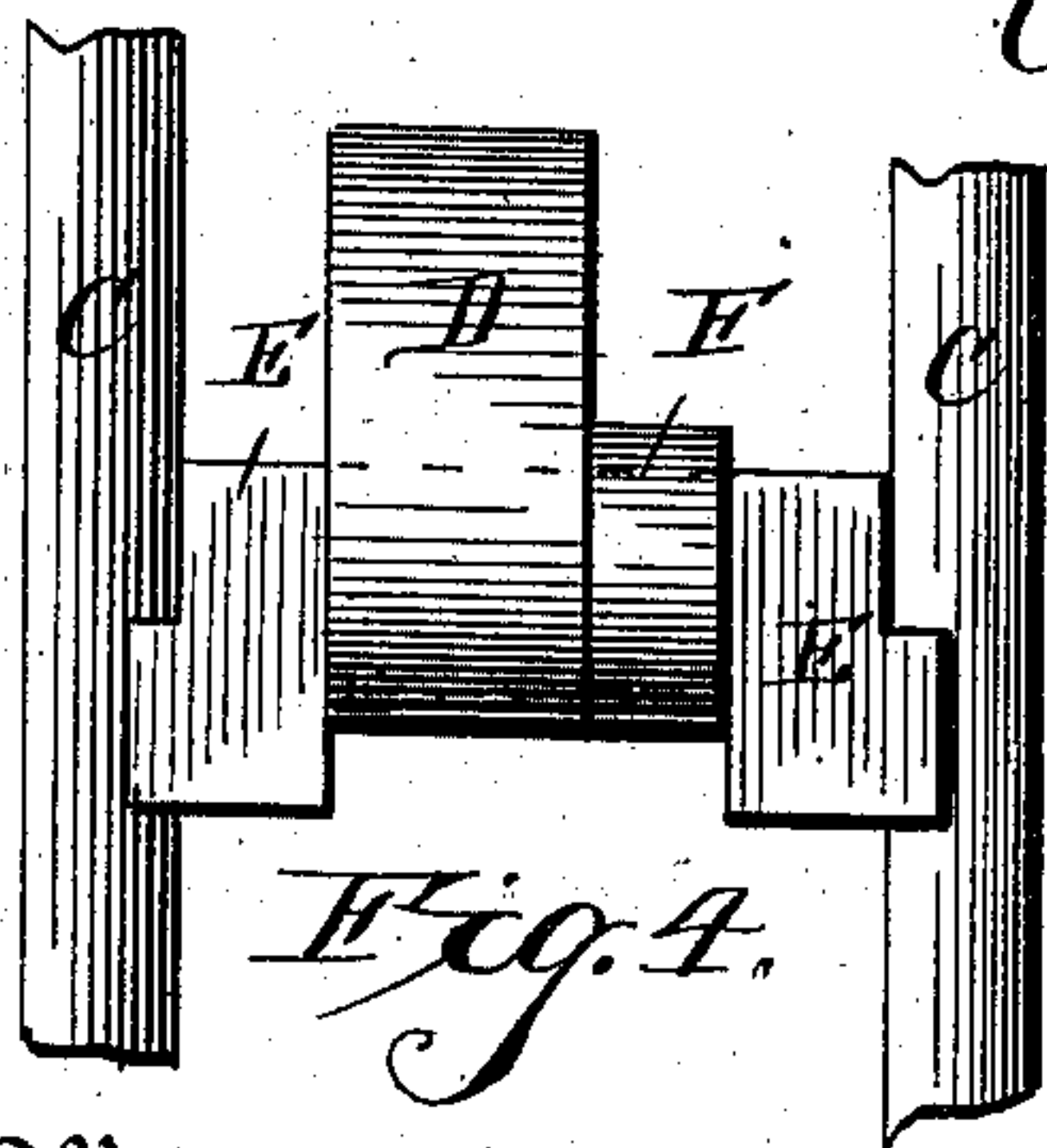
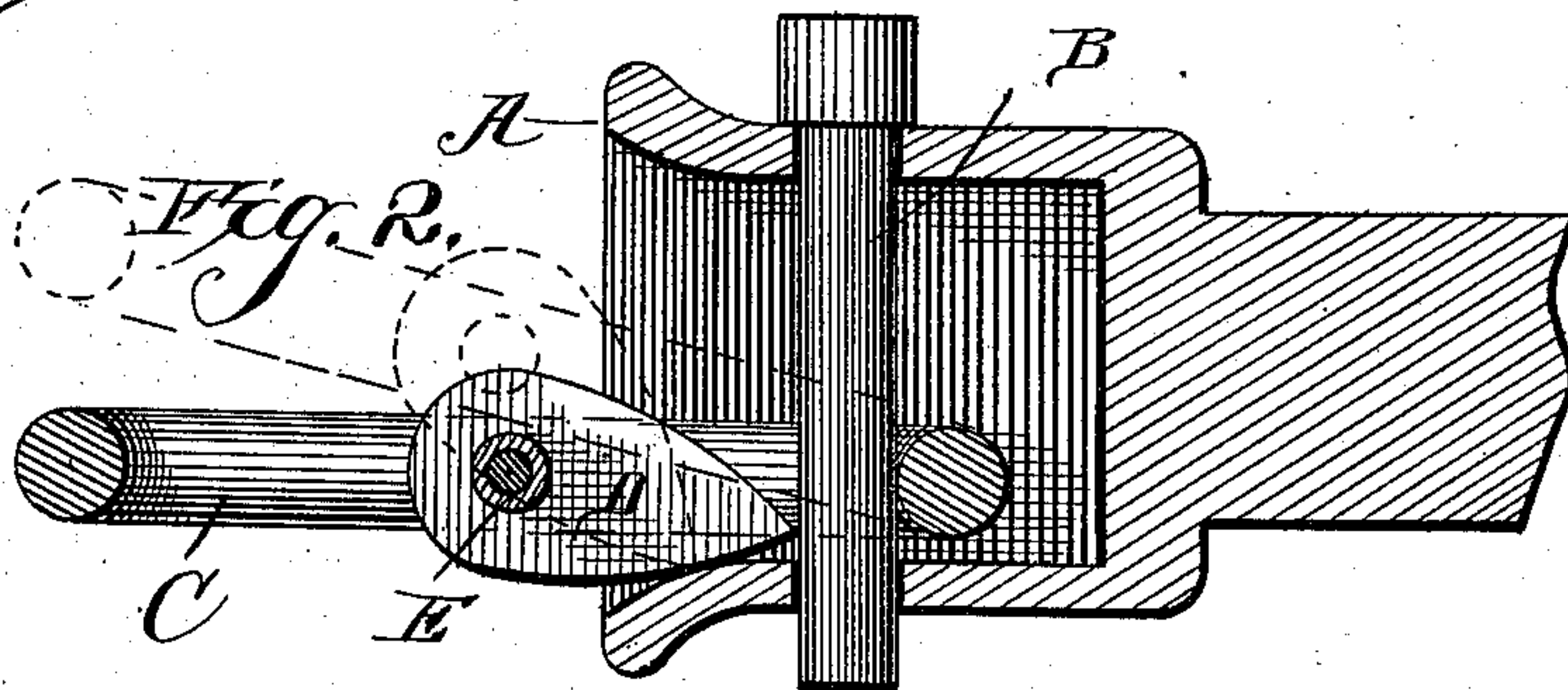
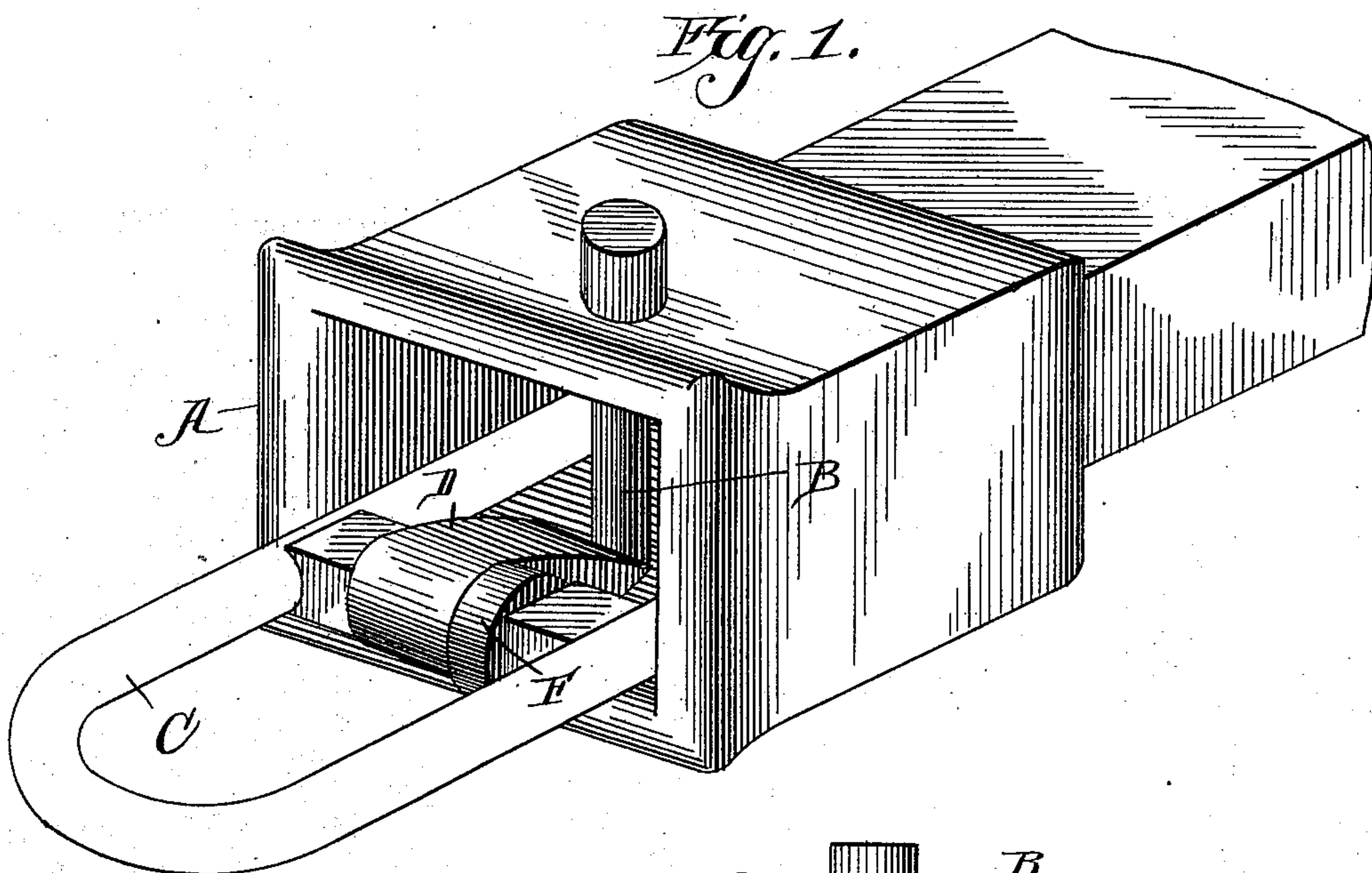


(No Model.)

W. S. PALMER.  
CAR COUPLING.

No. 400,594.

Patented Apr. 2, 1889.



Witnesses,  
*Henry G. Dietrich*  
*R. W. Bishop,*

Inventor,  
*Winfield S. Palmer*

By *his* Attorneys

*C. A. Snow & Co*



# UNITED STATES PATENT OFFICE.

WINFIELD S. PALMER, OF GLENBURN, PENNSYLVANIA.

## CAR-COUPLING.

**SPECIFICATION** forming part of Letters Patent No. 400,594, dated April 2, 1889.

Application filed January 30, 1889. Serial No. 298,100. (No model.)

*To all whom it may concern:*

Be it known that I, WINFIELD S. PALMER, a citizen of the United States, residing at Glenburn, in the county of Lackawanna and State of Pennsylvania, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features, hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a car-coupling embodying my improvements. Fig. 2 is a longitudinal section of the same. Fig. 3 is a transverse section of the link. Fig. 4 is a view of a modification.

Referring to the drawings by letter, A designates the draw-head, and B the coupling-pin, of ordinary construction.

C designates the coupling-link, which is also of ordinary construction, and is adapted to enter the draw-head and be engaged by the pin in the usual manner.

D designates an elevating-tongue, (preferably of oval shape,) which is loosely mounted on a sliding bar, E, which is mounted in the coupling-link. The said bar E is composed of two sections, which are adjustably held together by means of a stem on one section entering a sleeve on the other section, as shown, and the outer ends of the said sections are made concave, so as to fit around the convex sides of the coupling-link, and thereby support the bar within the same. The tongue D is mounted on the sleeve of one section of the sliding bar and bears against the shoulder of the other section, and the sections of said bar are held against the sides of the coupling-link by the elastic cushion F, arranged between the tongue and the shoulders of one of the sections, as shown.

In practice the coupling is effected in the usual manner, and after the link has entered one draw-head the sliding bar is pushed toward the link and the tongue then turned

downward, so as to bear against the floor of the draw-head, and thereby support the link at the proper height to enter the opposing draw-head.

From the foregoing description it will be seen that I have provided a very simple device by which the coupling can be effected without the attendant going between the cars, and thereby endangering life and limb.

I do not limit myself to the exact details of construction shown and described, as many minor changes may be made therein without departing from my invention. The sliding bar, for instance, may be a crank-shaft fitting snugly on the sides of the link and having the tongue mounted on the cranked portion, as shown in Fig. 4.

Having thus described my invention, I claim—

1. A coupling-link provided with a sliding bar carrying a supporting-tongue, as set forth.

2. The combination, with the coupling-link, of the transverse sliding bar within the same, having concave ends engaging the sides of the link, and the tongue loosely mounted on said bar and adapted to bear against the floor of the draw-head, as set forth.

3. The combination, with the coupling-link, of the transverse bar composed of two sections loosely connected, the supporting-tongue carried by said bar, and the cushion to hold the bar in engagement with the link, as set forth.

4. The bar or shaft E, having the pivoted tongue D, as set forth.

5. The bar or shaft E, having the pivoted tongue D, oval-shaped in outline, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WINFIELD S. PALMER.

Witnesses:

R. H. PATTERSON,  
G. W. WETTLING.