(No Model.)

N. KRAMER.

CAR COUPLING.

No. 436,859. Patented Sept. 23, 1890.

Fig. 1.

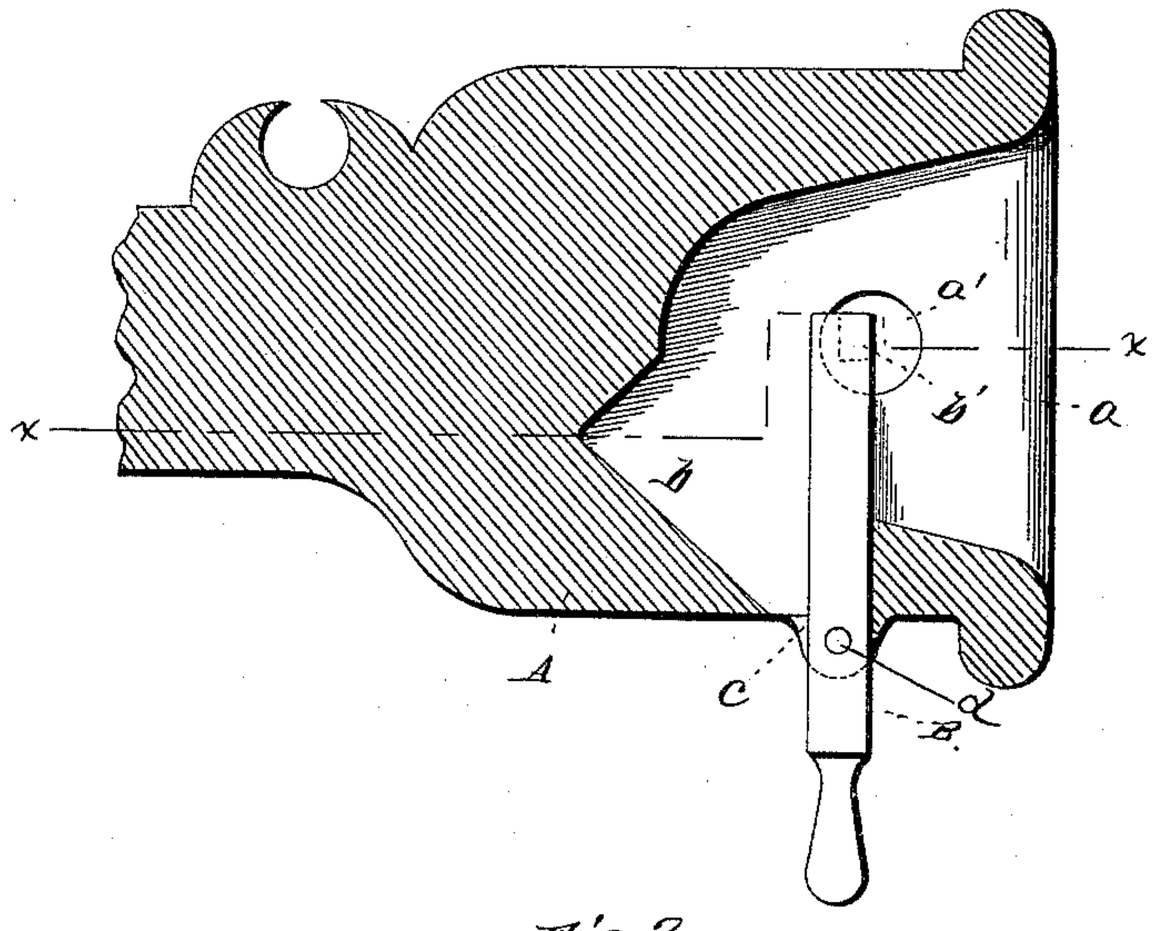


Fig. 2.

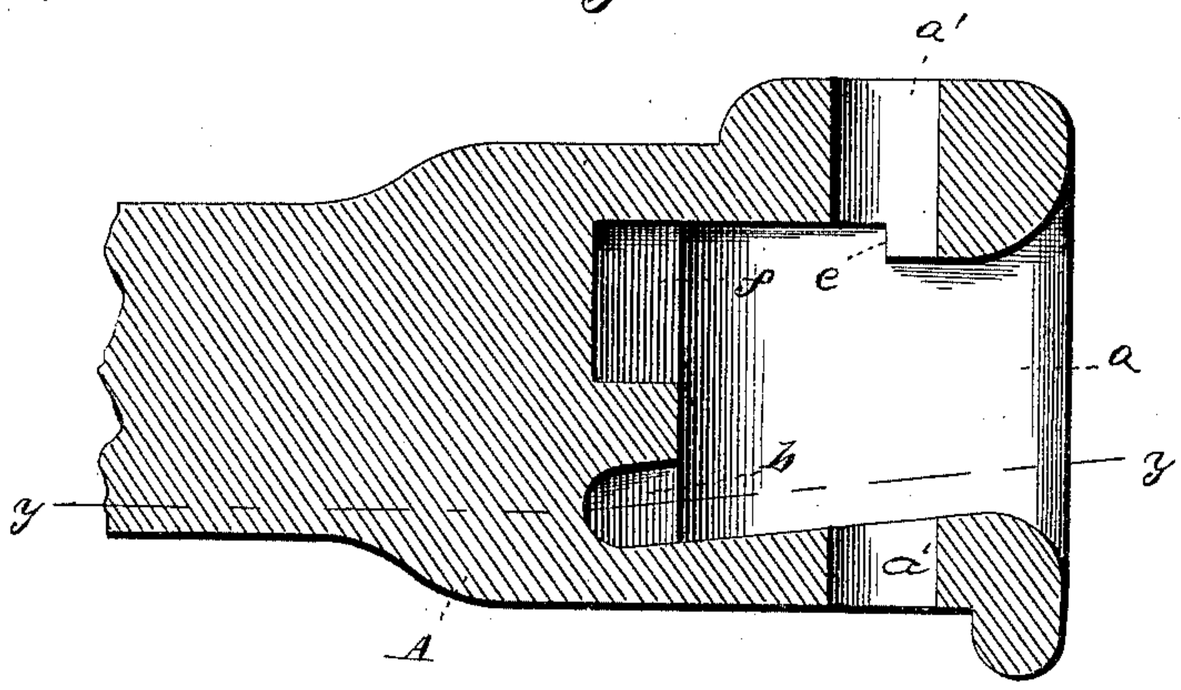
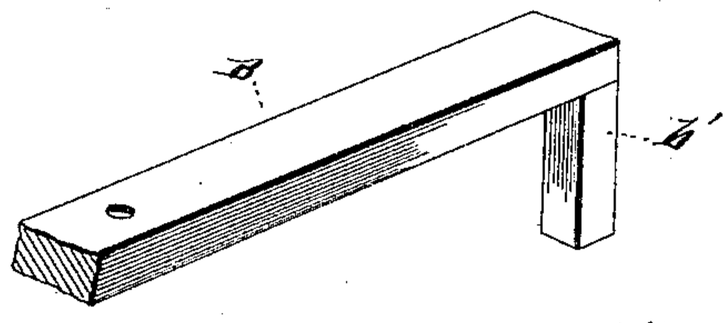


Fig. 3.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 436,859, dated September 23, 1890.

Application filed March 31, 1890. Serial No. 346,093. (No model.)

To all whom it may concern:

Be it known that I, NICHOLAS KRAMER, a citizen of the United States, and a resident of Sacramento, in the county of Sacramento and State of California, have invented certain new and useful Improvements in Car-Couplers; and I do 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 of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a horizontal section. Fig. 2 is a vertical section. Fig. 3 is a detail view.

This invention relates to certain improvements in car-couplings; and it consists in the construction and novel combination of parts, as will appear from the following description and accompanying drawings.

In the drawings, A refers to the draw-head, which has the link-chamber *a* and the coupling-pin hole *a'*. The chamber *a* has its bottom inclined downward and inward from the pin-hole *a'*, and at its lower inner edge is a recess or extension *b* thereof to receive the inner end of the coupling-link. The inclination of the bottom of the chamber *a*, together with the recess *b*, permits of the adjustment of the coupling-link, in practice held therein at varying heights or inclinations, in order to conform to the height of the approaching draw-head with which it is designed to make connection.

In the chamber *a* of the draw-head is also arranged the coupling-pin-retaining lever B, which is pivoted in lugs *c* upon the outside of the draw-head, a pivot or pin *d* passing therethrough. The outer end of the lever B is adapted to be readily operated by hand at one side of the car, while its inner end is limited in its outward movement by an offset or shoulder *e* upon the upper surface of the chamber *a*, said latter end of the lever being thus stopped in alignment with the coupling-pin hole *a'*. Thus it will be seen that the coupling-pin when withdrawn is held in an uncoupled or elevated position, being upheld by resting upon said lever.

The lever B has upon its under side, at the inner end, a lateral or vertical arm or stud *b'*, which rests upon the bottom of the chamber *a* and in the path or plane of movement of the incoming coupling-link of the approaching car. The lever B is thus adapted to be engaged by the incoming link, which trips the elevated pin resting upon said lever, causing the latter to automatically engage the link and effect the coupling operation.

In the upper inner end of the link-chamber *a*, and extending along the lever side of said chamber, is a recess or extension *f* of said chamber to receive and permit the removal of the lever B from the link-chamber out of the way of the link.

Having described this invention, what I claim is—

In a car-coupling, the combination, with the draw-head having its link-chamber provided with an offset or shoulder in its upper surface in line with the coupling-pin hole and with the recess in its upper inner end and along one side thereof, of the lever pivoted at one side of the draw-head and having its inner end engaging said stop and provided with a vertical or lateral arm or projection, substantially as specified.

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

N. KRAMER.

Witnesses:

W. J. IRVINE,

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