

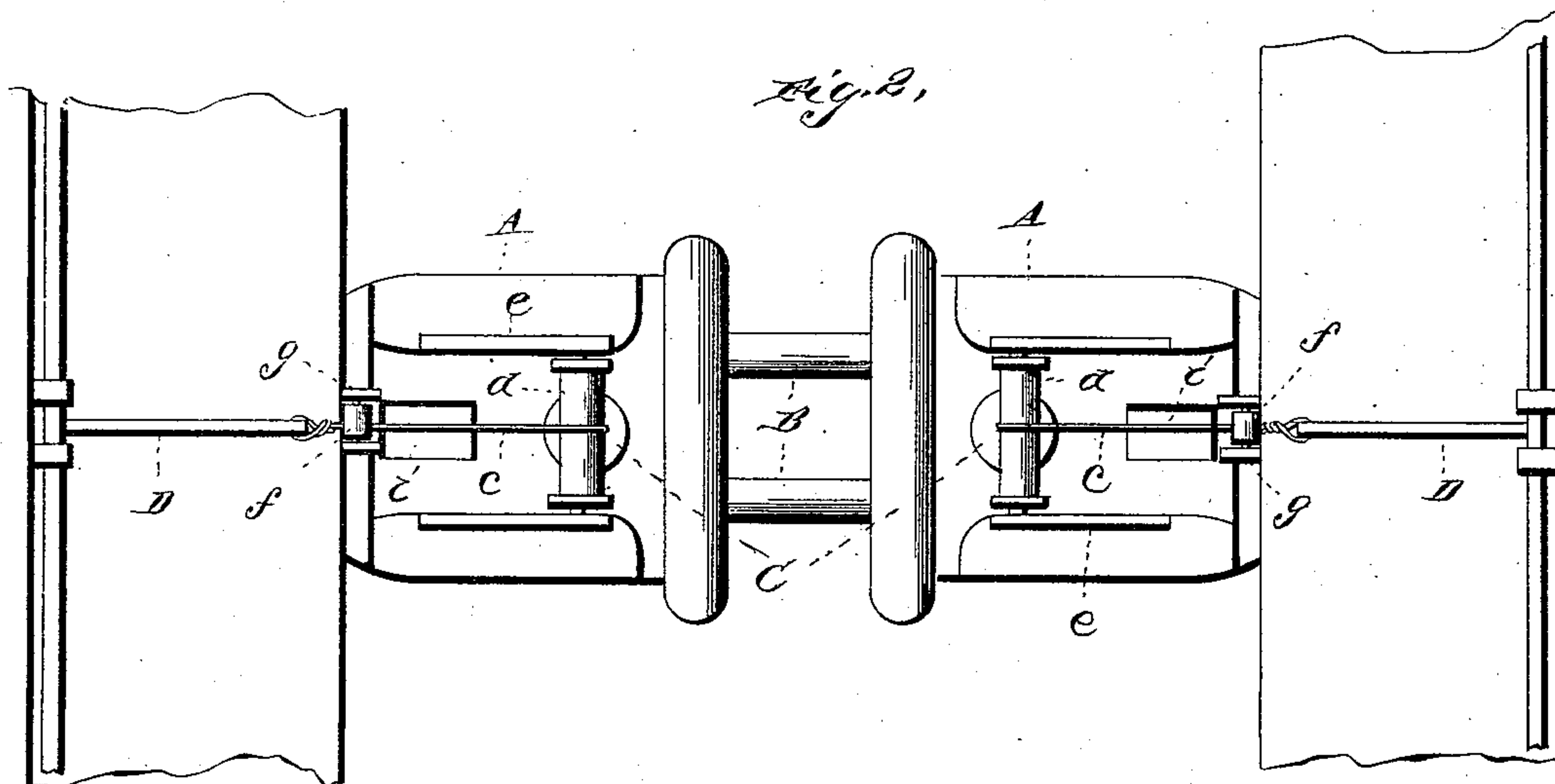
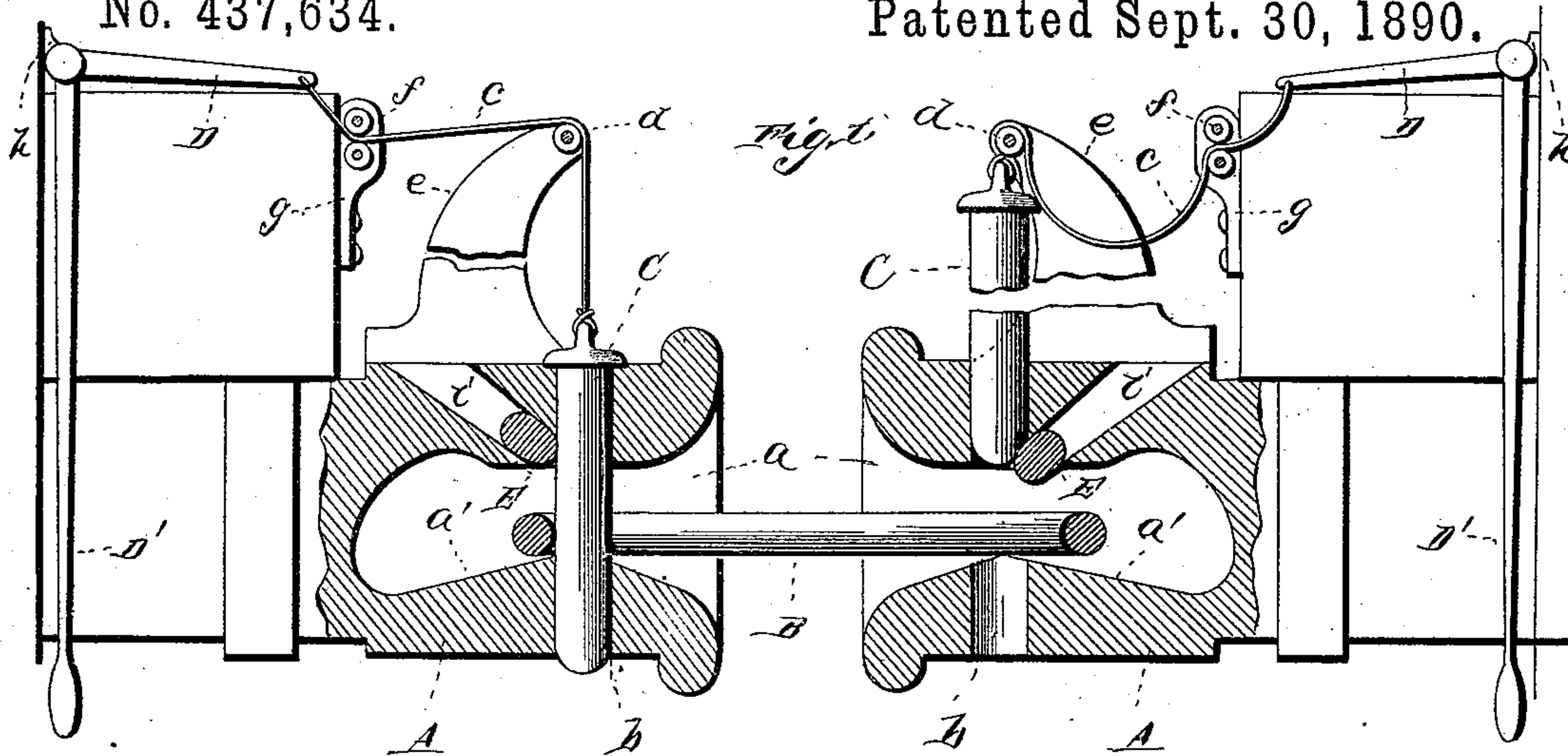
(No Model.)

C. STRATHMEIER & W. GUTENBERGER.

CAR COUPLING.

No. 437,634.

Patented Sept. 30, 1890.



WITNESSES

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UNITED STATES PATENT OFFICE.

CARL STRATHMEIER AND WILHELM GUTENBERGER, OF SACRAMENTO,
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 437,634, dated September 30, 1890.

Application filed March 31, 1890. Serial No. 346,053. (No model.)

To all whom it may concern:

Be it known that we, CARL STRATHMEIER and WILHELM GUTENBERGER, citizens of the United States, and residents of Sacramento, in the county of Sacramento and State of California, have invented certain new and useful Improvements in Car-Couplings; and we 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 vertical section. Fig. 2 is a top plan view.

This invention has relation to 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 A refer to two draw-heads of the opposite ends of cars, which are duplicates. Each draw-head A has its link-chamber *a* provided with a rearwardly or inwardly and downwardly inclined bottom *a'*, its upper surface or top being horizontal. The inclined bottom surface of the draw-head effects the holding of the coupling-link B in a more or less inclined position, according to the extent of elevation it is required to give the outer end of the link, to cause it to register with and engage the opposite or approaching draw-head.

Extending through the draw-head A and intersecting the link-chamber *a* is the coupling-pin opening *b*, receiving the pin C, which has connected to its upper end a chain *c*, or equivalent means, passing over a pulley *d*, hung in the upper or overhanging end of a vertical casting or bracket *e* of the draw-head A. Said chain is next passed between opposite pulleys *f f*, hung in a bracket *g*, secured to a timber on the end of the car and connected to an arm of an axial lever D, having its axis or fulcrum in a bracket *h*, bolted to the end of the car above said timber. The handle D' of the lever D normally hangs from one end of its fulcrum at one side of the car, or it may have

a handle at each end of its fulcrum hanging at each side of the car, for its convenient manipulation in raising the coupling-pin without requiring the operator to pass in between the cars for that purpose.

In the upper surface or top of the draw-head A is an oblique or forwardly and downwardly inclined slot *i*, which is somewhat narrowed at its lower end, and intersects or terminates at said end at the conjunction of the upper part of the coupling-pin passage and the link-chamber.

E is an oblong gravity stop or block normally occupying the lower or narrowed end of the oblique or inclined slot *i* to engage and sustain the coupling-pin when elevated, and projecting or depending therefrom into the link-chamber for engagement with the link as it enters said chamber, enabling the link to act upon or raise said stop or block, which will trip and effect the engagement of said pin with said link, thus automatically coupling the cars.

When the coupling-pin is elevated so as to bring its lower end above the top surface of the link-chamber, the block or stop will by gravity resume its former position and again support said pin in its elevated or uncoupled position until the link again engages it, (the block or stop.)

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

In a car-coupling, the draw-head having above the link-chamber a forwardly and downwardly inclined slot converging at its lower end and merging with the pin opening or passage above the link-chamber, and the ball-shaped or block stop arranged in said slot and depending slightly below the upper surface of the link-chamber, substantially as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

CARL STRATHMEIER.
WILHELM GUTENBERGER.

Witnesses:

THEODOR LABHARD,
J. W. GREENE.