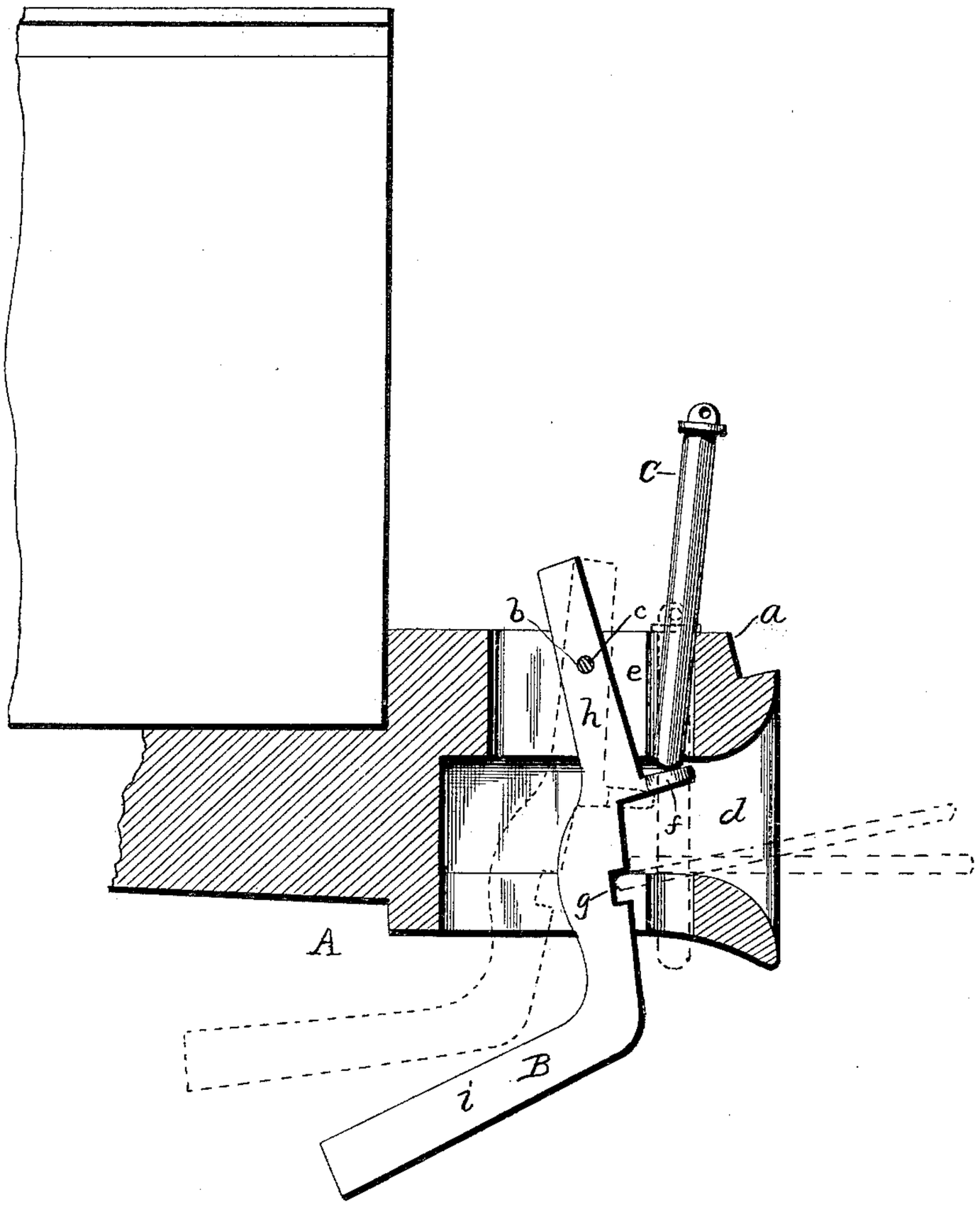
(No Model.)

# J. J. WISDA.

## CAR COUPLING.

No. 462,832. Patented Nov. 10, 1891.




Witnesses:
H. Paeder
K. F. Matthews.

Inventor
Joseph J. Wisda
James J. Shelby
Attorney

# UNITED STATES PATENT OFFICE.

JOSEPH J. WISDA, OF DEFIANCE, OHIO, ASSIGNOR OF ONE-HALF TO JOHN WISDA, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 462,832, dated November 10, 1891.

Application filed June 1, 1891. Serial No. 394,666. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH J. WISDA, a citizen of the United States, residing at Defiance, in the county of Defiance and State of Ohio, 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.

This invention has relation to an improvement in devices for coupling cars; and it has for its object to provide a cheap and efficient means for automatically coupling.

A further object of the invention is to provide means for guiding and sustaining the coupling-link so as to avoid the objectionable necessity of going between cars to hold the link elevated while in the act of coupling; and a further object of the invention is to adapt a lever to serve the twofold function of holding a link in an elevated position and the coupling-pin in such position that when the cars are brought together the pin will be allowed to fall into the slot of the link and also the eye of the draw-head and thereby effect an automatic and secure coupling.

The invention will be fully understood from the following description and claim when taken in connection with annexed drawing, in which—

The figure is a longitudinal vertical sectional view of a portion of a draw-head, showing my improvements applied ar d also showing a portion of a box-car.

Referring by letter to said drawing, A indicates a draw-head, which is mainly of the ordinary construction. This draw-head has an elevated portion *a* on its upper side, and is perforated at *b* to receive a transverse pivot-pin *c* for an angular lever, as will be presently explained. The draw-head has the usual mouth *d*, and is slotted longitudinally and vertically, as shown at *e*, for a purpose which will be presently explained.

B indicates a lever. This lever is of a form substantially as shown, having a shoulder or rest *f*, designed to support the coupling-pin C, and beneath this rest or shoulder is a notch *g*, designed to receive one end of a coupling-link when it is desirable to hold the opposite end of the link in an elevated position, thereby rendering it unnecessary to go between the cars in coupling for the purpose of raising the link. This lever has its vertical branch *h* pivoted at a short distance from its upper end and above the mouth of the draw-head in the slot *e* by means of the transverse pin *c*. The lower depending branch of said lever, which extends rearwardly at an angle to the vertical branch, as shown at *i*, should either be weighted or of a sufficient length to normally keep the notched portion advanced in the slot of the draw-head, as shown in full lines on the drawing, the dotted lines representing the position of the lever when a coupling-link has been inserted in the draw-head and the pin allowed to fall from the shoulder or rest *f* and into the slot of the link and into the eye of the head.

From the foregoing description, taken in connection with the accompanying drawing, the operation of my invention will be obvious. It will be seen that when it is desirable to couple a car to one carrying a link it is simply necessary to withdraw the coupling-pin, when the weighted branch of the lever B will advance the shoulder or rest so as to carry it across the eye in the draw-head. The pin may then be placed in the eye and upon the rest of the lever, when by bringing the coupling-link into the draw-head it will displace the pin from the rest and allow it to fall into the slot of the link, thereby effecting a coupling. When a link is secured in one draw-head and it is desired to couple to another car, it is simply necessary to elevate the outer end of the link until the inner end has been brought into the notch *g* of the lever, when the link will remain in such elevated position, and the attendant may come from between the cars while coupling.

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

In a car-coupler, the combination, with a draw-head slotted as described and a coup-

ling-pin, of the lever constructed as shown, having the vertical branch provided with the shoulder or rest on its forward edge and the notch in its forward edge below the shoulder or rest and also having the lower rearwardly-extended weighted branch, substantially as specified.

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

JOSEPH J. WISDA.

Witnesses:
DEY AYERS,
R. H. GLEASON.