

UNITED STATES PATENT OFFICE.

CHARLES ALTMAN, OF WILBER, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 695,704, dated March 18, 1902.

Application filed January 21, 1902. Serial No. 90,648. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ALTMAN, residing at Wilber, in the county of Saline and State of Nebraska, have invented certain useful Improvements in Car-Couplings; and I do hereby declare that the following is 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, which form a part of this specification.

This invention relates to a new and novel improvement in car-couplings.

15 The object of my invention is to provide a car-coupling having a controlling mechanism, so that the links ordinarily used in connection with railroad-cars may be adjusted in making a coupling, the coupling being so arranged 20 that the link pivoted within a draw-head may be operated when the same is inserted into a coupling or the link secured to a draw-head not provided with any mechanism may be engaged to direct and control its entry into a 25 draw-head provided with my link-controlling mechanism.

In the accompanying drawings I have shown in Figure 1 a side elevation of two draw-heads, each provided with one of my improved link-controlling mechanisms. Fig. 2 shows a front 30 elevation of one of my draw-heads with the link removed. Fig. 3 shows a bottom view, while Fig. 4 shows a top view of a car-coupling provided with one of my link-controlling 35 mechanisms.

In fulfilling the aim of my invention I provide a draw-head of any suitable description upon two opposite edges with the two vertical grooves $z z$, as is shown more clearly in 40 the bottom view disclosed in Fig. 3.

In front the coupling is provided with a duplex housing or receptacle, the same being divided by means of an ordinary coupling-pin 6, which passes into the top and bottom 45 into forward edges of the coupling, as is disclosed in the drawings.

The front lower portions of my draw-heads are cut away to provide a seating formed upon side walls x and the back wall y , as is clearly 50 shown in Fig. 2.

Upon one side of the pin 6 I provide a nar-

row confined housing 3, while upon the opposite I provide a housing of considerable capacity, this housing 2 extending vertically almost to the top of the coupling, as is shown 55 in Fig. 2. The bottom of the housing 3 is flat and in alinement with the bottom of the coupling, while the forward portion of the larger housing 2 slopes downward, so that the forward portion of the coupling has one of 60 the sides x smaller upon one side than upon the other, the slope downward being indicated by the surface marked 7. Positioned within the larger housing 2 is an upwardly-extending triangular lug 8, as is indicated in dotted 65 lines in Fig. 1. For the sake of convenience two central dividing-pins 6 may be used, as is indicated in Fig. 3.

Secured to the car A equipped with my coupling are the ears 20, which ears 20 support a shaft 23, from which depend suitable 70 operating-handles 17, while extending outward from the shaft 23 is an arm 15, provided with a ring 14, engaging ear 13 of the spanner 12, which spanner at each end is provided 75 with a pin c , adapted to engage with two vertical members a and b of the link-lifter provided in front with the straight portions 10 and 11, which continue to form a forward lifting-lip 9, which is adapted to work within 80 the seating x , as is shown in Fig. 2. In raising or lowering a link secured, for instance, to the pin 5 the handle 17 would be rocked to carry upward or downward the lifting-lip 9 to direct the same into the coupling of an 85 adjacent head. So, also, in receiving the link L of a suitable adjacent coupling your lifting-lip would be raised to direct the link over the holding-lug 8 in forming a coupling.

It will be noticed that this coupling is adapted 90 to use two links, though one link could of course be used.

The device is noticeable because of its simplicity, and

Having thus described my said invention, 95 what I claim as new, and desire to secure by United States Letters Patent, is—

A car-coupling provided with a small and a large chamber, a seating within the lower forward portion of said coupling, an inclined 100 face leading up to said larger chamber, a lug positioned within said larger chamber, a span-

ner extending transversely across the top of
said coupling, grooves vertically disposed
upon opposite sides upon the exterior of said
coupling, a link-lifting bar secured to said
5 spanner and passing down said vertical
grooves, said lifting-link being provided with
an upwardly-extending lip adjustably held
within said lower forward seating and a lever
secured to said spanner to raise and lower

said link-lifters as and for the purpose set
forth.

In testimony whereof I have signed my
name in the presence of two witnesses.

CHARLES ALTMAN.

Witnesses:

JNO. F. SPIRK,

FRANK JANOUCH.