

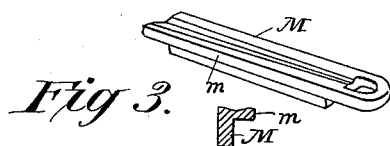
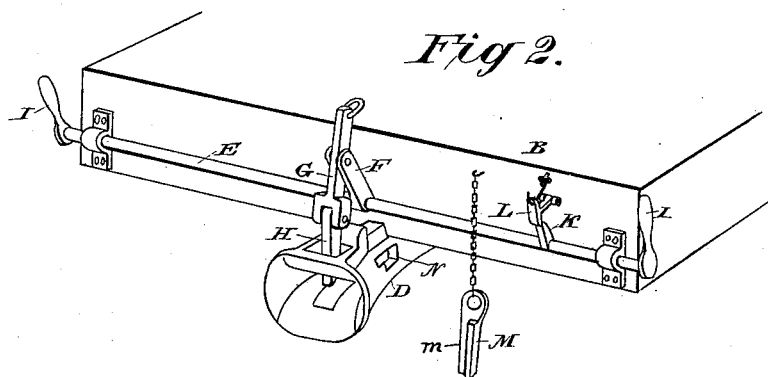
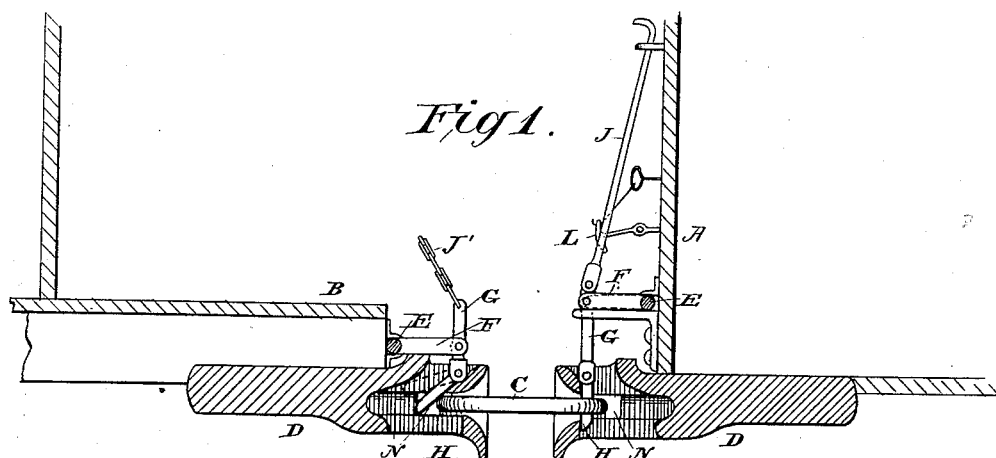
(No Model.)

H. MENZEMER.

CAR COUPLING.

No. 264,733.

Patented Sept. 19, 1882.



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# UNITED STATES PATENT OFFICE.

HARRISON MENZEMER, OF SHAWNEETOWN, ILLINOIS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 264,733, dated September 19, 1882.

Application filed April 10, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, HARRISON MENZEMER, a citizen of the United States, residing at Shawneetown, in the county of Gallatin and State of Illinois, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to a car-coupler adapted to be operated either from the top or side of the car for coupling and uncoupling. It works with a common link, which is keyed automatically by a pin swinging within the draw-head, said pin being hinged to a pendent slide jointed to an arm projecting forward from the horizontal rock-shaft extending to each side of the car for uncoupling from the ground, a vertical rod being also hinged to the pendant reaching upward to the platform of a passenger-car, or to the top of a freight-car, as the case may be, for coupling and uncoupling from above. When held by the coupling-pin the link is supported by a shouldered wedge in horizontal position in readiness to enter the draw-head of the other car, and with its principal length extended beyond the face of its own draw-head. A catch is employed to hold the rock-shaft when desired to retain the coupling-pin in its elevated or retracted position, or a similar effect may be produced by the introduction of the wedge when the link is out.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 represents a vertical longitudinal section of the ends of a passenger-car and a freight-car coupled together. Fig. 2 is a perspective view of the end of a car, showing the coupler retracted. Fig. 3 is a perspective view and transverse section of the wedge employed for supporting the pin within the draw-head in its horizontal and projecting position in readiness for coupling with an approaching car.

A and B represent portions of two cars, C the coupling-link, and D D the draw-heads.

The rock-shaft E is mounted in horizontal position on the front of the platform or car-

body, as the case may be, said rock-shaft having at its center a rigid arm, F, from which is hung a pendant, G. To the lower end of this is hinged a coupling-pin, H, adapted to work as a latch, permitting the link C to enter the draw-head, and then falling within said link, and having bearing against the inner face of the draw-head to retain the link.

At the extremities of the rock-shaft are rigid arms I I, to adapt said shaft to be turned up by an operator at either side of the car for the purpose of withdrawing the hinged coupling-pin H.

To the upper end of the pendant G is hinged a pull-rod, J, or chain J', which extends to the top of the freight-car A, or to the platform of the passenger-car B, as the case may be, to permit the drawing up of the pendant and coupling-pin from above.

K represents an additional rigid arm, projecting from the rock-shaft in position to be caught by a falling catch, L, for the purpose of holding the rock-shaft in its retracted position and supporting the coupling pin H out of engagement with the link C.

M represents a wedge, formed with a shoulder, m, or in L shape in transverse section, which is inserted in an opening, N, of corresponding shape, transversely through the draw-head in rear of the coupling-pin H, the rabbet of the wedge being adapted to receive the end of the link C in the rear of the pin I, so as to hold the said link in its projected position, and by the engagement of the upper flange of the said wedge over the extremity of the link to support the link in horizontal position in readiness to enter the draw-head of an approaching car.

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

1. The coupling-pin H, hinged within the draw-head and adapted to be swung back by, permit the entry of, and then fall into, the link, as set forth.

2. The horizontal rock-shaft E, arm F, pendant G, hinged to arm, and coupling-pin H, hinged to pendant and operating within the

draw-head D, as and for the purposes described.

3. The combination of coupling-pin H, pendant G, hinged thereto, arm F, hinged to pendant, rock-shaft E, retaining-arm L, and wedge M for holding the coupling-pin in its retracted position, as described.

4. The combination of the coupling-pin H,

link C, draw-head D, and wedge M, as and for the purposes set forth.

HARRISON MENZEMER.

Witnesses:

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