

(No Model.)

C. L. BAITTINGER.

CAR COUPLING.

No. 384,554.

Patented June 12, 1888.

Fig. 1.

Fig. 2.

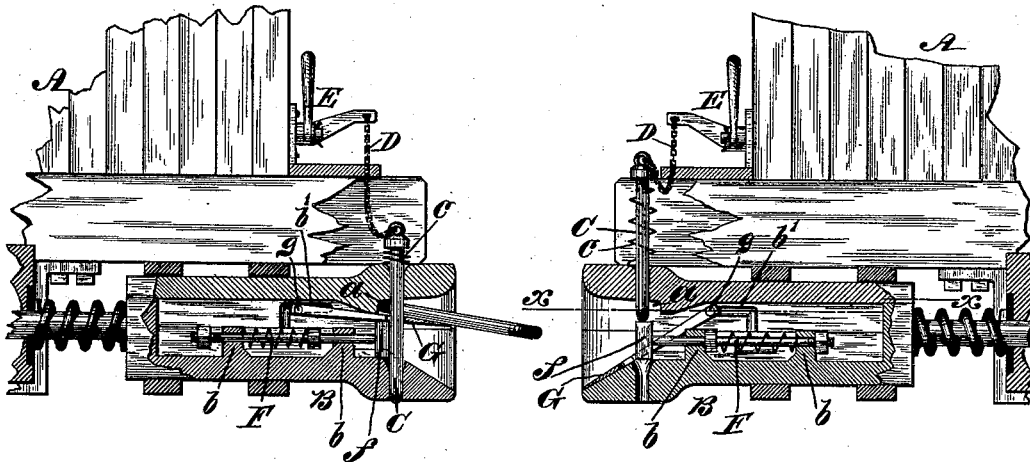


Fig. 3.

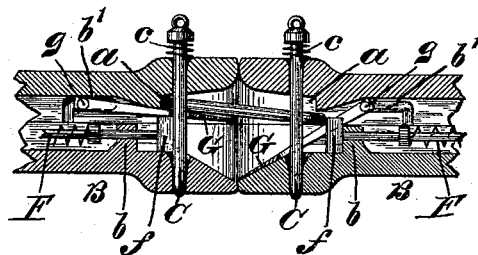


Fig. 4.

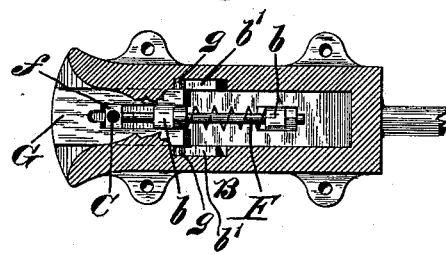
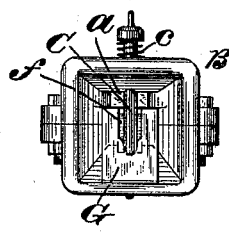


Fig. 5.



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CHARLES L. BAITTINGER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 384,554, dated June 12, 1888.

Application filed March 14, 1888. Serial No. 267,150. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. BAITTINGER, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Automatic Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of improvements in automatic car-couplings, as will be hereinafter fully described.

Figure 1 represents a longitudinal sectional view of one draw-head of a car-coupling embodying my invention, the parts being in the position they occupy when carrying the link and retaining it in position to couple with an approaching car. Fig. 2 represents a longitudinal sectional view of the draw-head with the parts in the position they occupy before the link of the approaching car has entered the draw-head. Fig. 3 represents a longitudinal sectional view of the draw-heads coupled, and the part of each draw-head in the position it occupies when coupled. Fig. 4 represents a horizontal sectional view on the line $x x$, Fig. 2. Fig. 5 represents a front view.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates a portion of the end of a car. B designates the draw-head secured thereto.

C designates the coupling-pin having a spring, c , coiled around it and connected by means of a chain, cord, or the like, D, with an arm of the operating-lever E fulcrumed to the car.

The draw-head is provided with a recess, a , in the upper wall, and rising from the lower wall thereof are lugs b , provided with openings through which pass a spring-follower, F, having a head, f , at its outer end.

G designates the link guide and retainer, consisting of a plate provided with pins or studs g at its inner end, which fit and are adapted to move in grooves or ways b' in the draw-head to allow the plate to move in and out and to have a circular movement.

The operation of the coupling will be readily understood from the foregoing description, taken in connection with the drawings, and is as follows: As shown in Fig. 1 of the drawings, the link retainer and guide is pushed back in the grooves of the draw-head and is supported on the head of the follower, and also holds and guides the link, and, as shown in Fig. 2, when the link strikes the head of the follower it forces it back and causes the pin to fall and effect the coupling of the draw-head, as shown in Fig. 3.

When it is desired to uncouple the cars, it is merely necessary to lift the pin by means of the chain or cord and lever.

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

1. In a car-coupling, a draw-head with the recess a in the upper wall, and the grooves b' , in combination with a link-retainer having pins at its inner end, substantially as and for the purpose set forth.

2. In a car-coupling, the combination, with the draw-head having the spring-follower, of the pivoted plate adapted to rest on said follower to hold and guide the link, substantially as described.

3. In a car-coupling, a draw-head having the grooves or ways b' , and the link-retainer G with pins g , and a connecting-link, said parts being combined, substantially as and for the purpose set forth.

4. A car-coupling device consisting of a draw-head with a recess in its upper wall adapted to receive the end of the link, and grooves or ways in the said draw-head, a link-retainer with pins working in said ways, and a spring-actuated coupling-pin, said parts being combined, substantially as described.

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Witnesses:

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