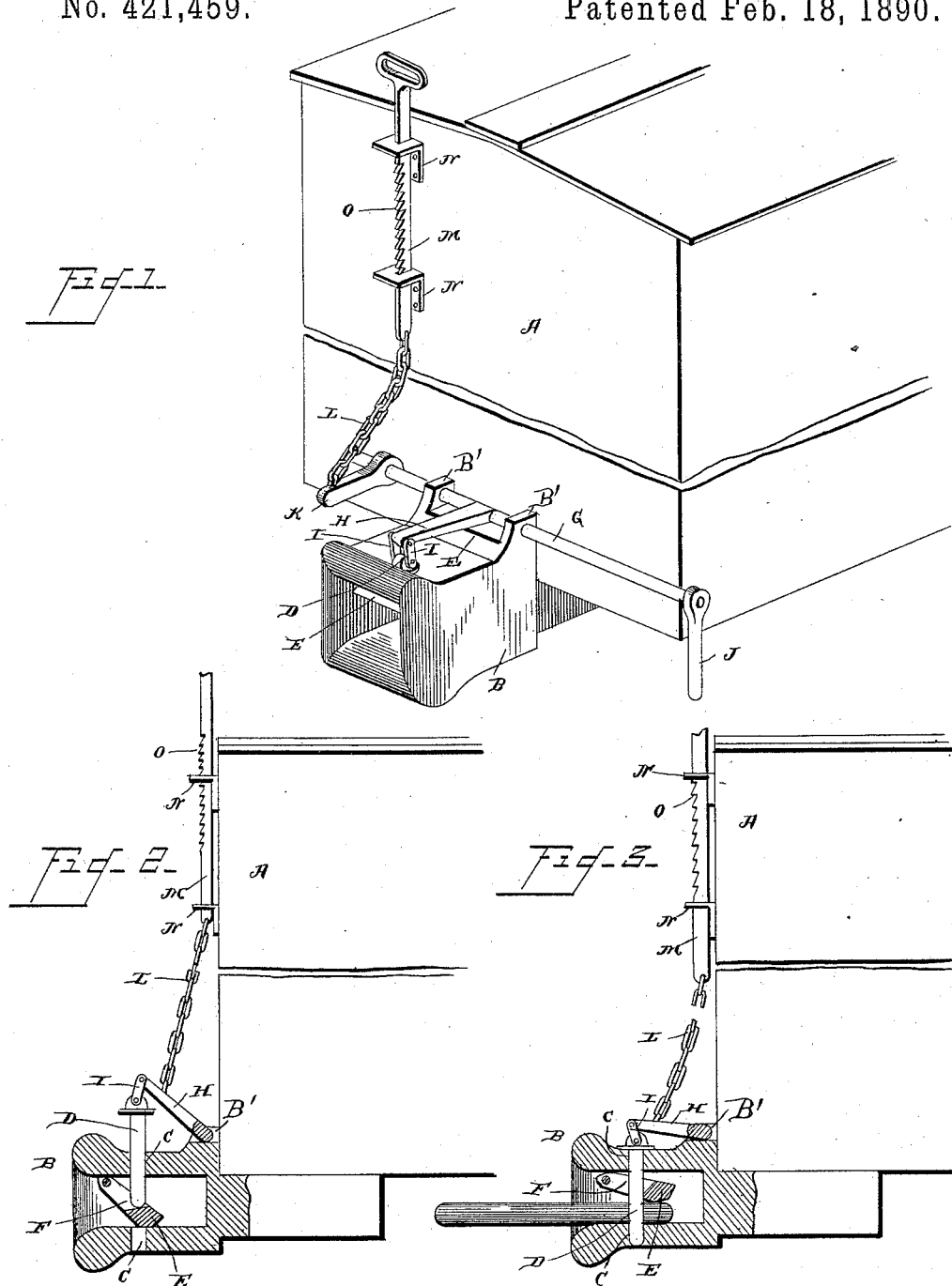


(No Model.)

F. & A. C. WENDT
CAR COUPLING.

No. 421,459.

Patented Feb. 18, 1890.



Witnesses
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Inventors
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UNITED STATES PATENT OFFICE.

FRED WENDT AND ALBERT C. WENDT, OF MARSHFIELD, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 421,459, dated February 18, 1890.

Application filed November 7, 1889. Serial No. 329,489. (No model.)

To all whom it may concern:

Be it known that we, FRED WENDT and ALBERT C. WENDT, citizens of the United States, residing at Marshfield, in the county of Wood and State of Wisconsin, have invented a new and useful Car-Coupling, of which the following is a specification.

Our invention relates to improvements in car-couplings; and it consists in certain novel features hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view showing the end of the car with the improved coupling applied thereto. Figs. 2 and 3 are views showing the improved device partly in side elevation and partly in vertical section.

Referring to the drawings by letter, A designates the end of a car, and B is a draw-head secured to the bottom of the same in the usual or any preferred manner. The draw-head is provided in its top and bottom with the pin-holes C, and the coupling-pin D plays through the said holes, as shown, and as will be readily understood. Within the draw-head we pivot the pin-supporting block E, which is provided with a central opening F, adapted to permit the passage of the coupling-pin and support the said pin by allowing the lower end of the same to rest on the rear wall of the opening. On the upper side of the draw-head in standards B', near the rear end of the same, we journal a rock-shaft G, having the forwardly-extending central crank-arm H, which is connected with the coupling-pin by the links I, as will be readily understood. The rock-shaft is provided at its ends with the crank-arms J, by means of which it may be rotated from the side of the car without necessitating the brakeman going between the cars.

The above-described devices constitute an improved draw-head adapted to be made as an article of manufacture and substituted for the draw-heads now in use. In our preferred form of car-coupling, however, which is adapted for use in connection with freight-cars, the rock-shaft is further provided with a crank-arm K, and a chain L has its lower end secured to the said crank-arm and its upper end secured to a reciprocating rod M, which is mounted in guide loops or brackets N on

the ends of the car, and is provided in its front edge with notches O, adapted to engage the said guides or brackets to hold the rod in an elevated position.

The construction and arrangement of the several parts of the device being thus made known, the operation and advantages of the same will, it is thought, be readily understood. When it is desired to couple two cars together, the link is secured manually in one draw-head and the other link held in raised position by block E, as shown in Fig. 2, and the two draw-heads then brought together. As the link enters the opposing draw-head it pushes the pin-supporting block upward and rearward, so that the pin will be permitted to fall into engagement with the link, thereby completing the coupling. If, however, the pin does not so fall into engagement, the crank J may be operated to force the arm H downward, and the links I will forcibly push the pin D into its seat. When it is desired to uncouple the cars, one of the crank-handles J is operated; or if the brakeman be on the top of the freight-car the reciprocating bar M is raised, thereby rotating the rock-shaft so as to raise the coupling-pin out of engagement with the link. The link can then be easily withdrawn from the draw-head, as will be readily understood.

The flexible connection between the link I and notched bar M permits the former to be operated to uncouple the cars without raising the bar M. This is advantageous, for the operator at the side of the car could not disengage the teeth of the bar M while standing in that position.

It will be observed that in our device the coupling and uncoupling are accomplished from the top or side of the car, so that we overcome danger to life and limb. Especial stress is placed on the reciprocating rod having the notches in its front edge. When it is desired to hold the coupling-pin in an elevated position without withdrawing the link, the said bar is raised and the proper notch engaged in the upper guide or bracket, so as to hold it in its raised position. The pin will thus be held in its raised position, so that upon moving the car the link will be left in the draw-head of the stationary car.

Having thus described our invention, we claim—

1. The draw-head B, having laterally-perforated standards B' on its sides, the rock-shaft G, journaled in said standards and provided with cranked ends J, and the arm H on said shaft projecting over said draw-head, in combination with the coupling-pin D, playing vertically through said draw-head approximately below the free end of the arm H, and the link I, pivoted at its ends on pins passing through horizontal cylindrical holes in the pin and arm, as and for the purpose set forth.
2. The draw-head B, rock-shaft G, having cranked ends J, arm I on said shaft above

said draw-head, pin D, and link connecting said arm and pin, in combination with the vertical notched bar M, guides N in the end of the car, inclosing said notched bar, and flexible connection L between said notched bar M and said arm I, as and for the purpose set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

FRED WENDT.
ALBERT C. WENDT.

Witnesses:

J. R. REILY,
PETER REESE, Jr.