(No Model.)

H. C. DOSE & J. RONKOWSKI, Sr.

CAR COUPLING.

No. 458,998. Patented Sept. 8, 1891.

Fig. 1.

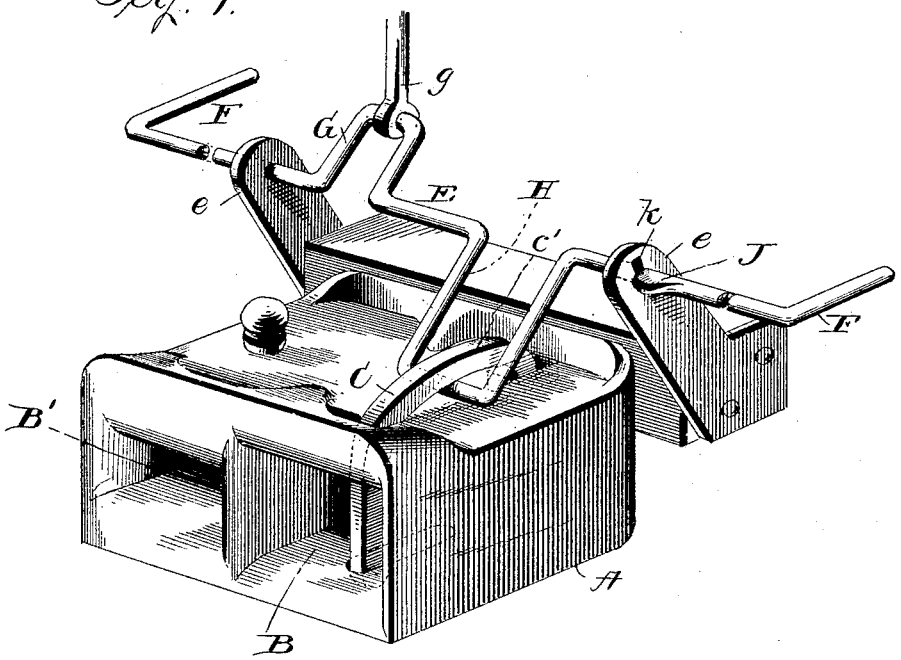


Fig. 2.

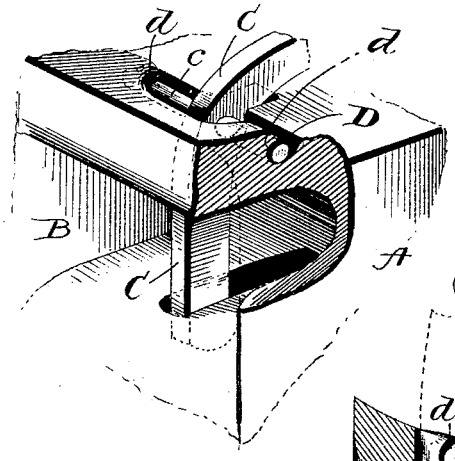


Fig. 3.

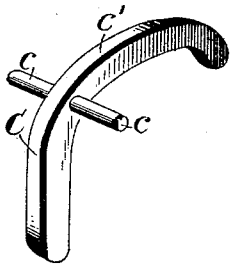
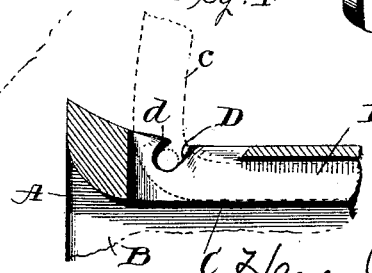


Fig. 4.



Witnesses
C. J. Williamson.
A. L. Hough

Inventors
Henry C. Dose and
Joseph Ronkowski, Sr.,
by Franklin H. Hough Atty.

UNITED STATES PATENT OFFICE.

HENRY C. DOSE AND JOSEPH RONKOWSKI, SR., OF STODDARD, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 458,998, dated September 8, 1891.

Application filed June 9, 1891. Serial No. 395,685. (No model.)

To all whom it may concern:

Be it known that we, HENRY C. DOSE and JOSEPH RONKOWSKI, Sr., citizens of the United States, residing at Stoddard, in the county of Vernon and State of Wisconsin, have invented certain new and useful Improvements in Car-Couplings; and we 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to car-couplings and aims to produce an improvement which will render more efficient and simple that class of car-couplings in which the coupling of the cars is automatically effected.

A further object of the invention is to provide a mechanism through the agency of which the cars may be readily uncoupled from the top of the car or from either side of same; and to these ends and to such others as the invention may pertain the same consists in the peculiar construction and the novel combination, arrangement, and adaptation of the parts which will be hereinafter more fully described, and illustrated in the accompanying drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, and in which drawings—

Figure 1 is a perspective view of a coupling constructed in accordance with our invention. Fig. 2 is a detail in perspective, the parts being broken away, so as to better illustrate the construction. Fig. 3 is a perspective view of the automatic coupling-hook. Fig. 4 is a detail in section.

Reference now being had to the details of the drawings by letter, A represents the draw-head provided at its outer end with two horizontal apertures B and B′ for the reception of the coupling-links, one of the apertures B′, provided with the ordinary gravity-pin, being a reserve non-automatic coupling.

C is the automatic coupling-hook having pivotal extensions *c*, and when in use is removably seated in the slot D.

d d are slight overhanging projections, which serve to retain the automatic coupling in the slot when the end of the said hook-coupling is raised to uncouple the cars.

E is a crank-shaft, and journaled in the free ends of the inclined supports *e e′* and intermediate between the cranks F F are the two cranks G and H. The crank G is connected to a rod *g*, which runs to the top of the car, and the crank H in its normal position rests on the draw-bar A and under the upper curved end *c′* of the coupling-hook C, and by turning the crank F toward the car or by pushing down on the rod *g* from the top of the car the end *c′* of the coupling will be raised by the crank H, the coupling-hook turning on its pivot *c*, and the lower link-engaging end of the coupling will turn up and rest in the slot I on the upper inner side of the aperture B, and thus allow the link to be withdrawn and the cars to be uncoupled. The crank-shaft E has a flattened portion J, and when it is desired to hold the coupling-hook in the slot I, so that it will not couple, it is pushed or pulled sidewise through the loosely-journaled supports, and the perforation *k* in the end of the support *e′* being elongated will allow the flattened portion of the crank to engage with it and thus hold the hook in the slot I, as will be readily understood.

Having thus described our invention, what we claim to be new, and desire to secure by Letters Patent, is—

1. In a car-coupling, the combination, with the draw-head having two independent openings for the reception of the coupling-link, of the automatic coupling-hook C, the crank-shaft having handles F F, intermediate cranks G and H, and the flattened portion J, all substantially as shown and described.

2. In a car-coupling, the combination, with the draw-head having two independent openings for the reception of the coupling-link, of the automatic coupling-hook C, the crank-shaft having handles F F, intermediate cranks G and H, the flattened portion J, and the rod *g*, connected to the crank G, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

HENRY C. DOSE.
JOSEPH RONKOWSKI, SR.

Witnesses:
JOHN HANESWORTH,
ANDREW H. ANDERSON.