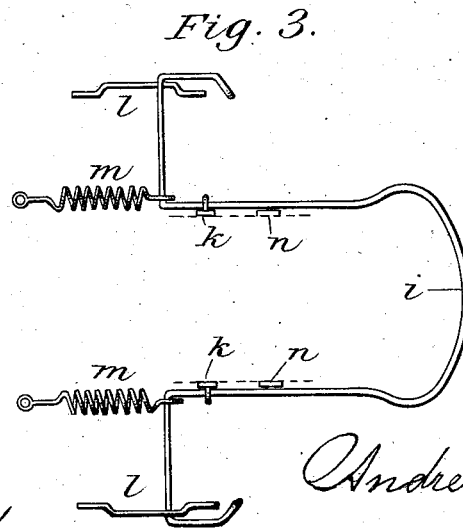
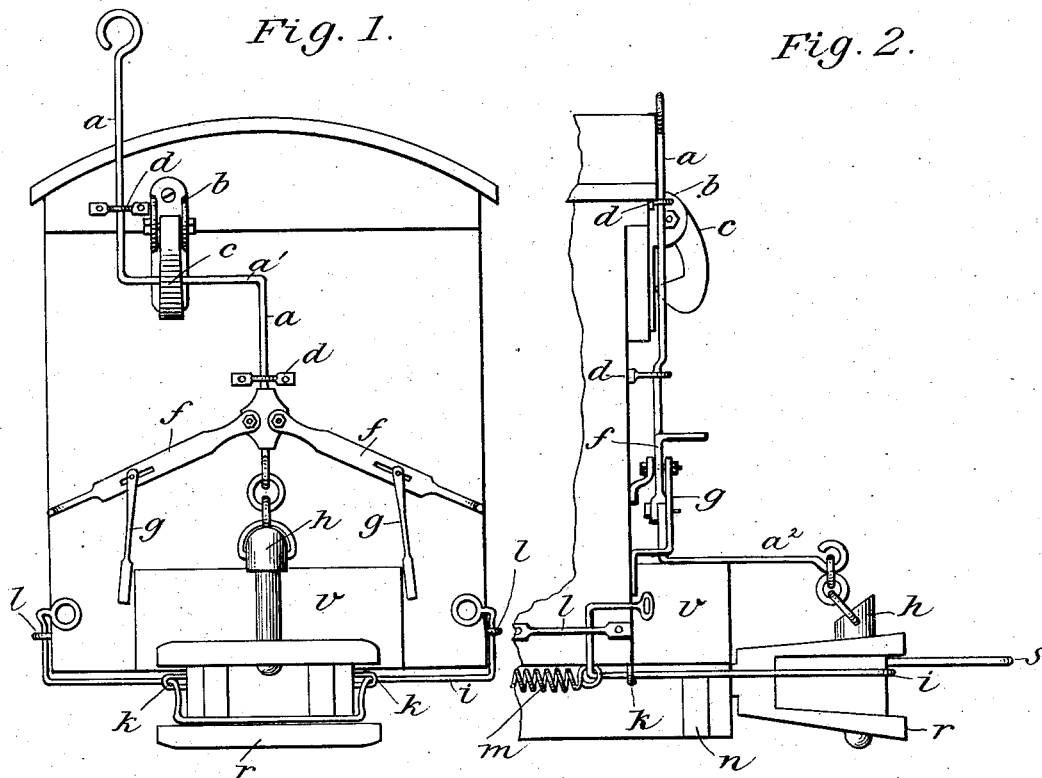


(Model.)

A. DAUBNER, Sr.
CAR COUPLING.

No. 260,849.

Patented July 11, 1882.



Witnesses:
J. C. Sloan
Henry Kessner

Inventor
Andrew Daubner Sr.

UNITED STATES PATENT OFFICE.

ANDREW DAUBNER, SR., OF MADISON, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 260,849, dated July 11, 1882.

Application filed March 14, 1882. (Model.)

To all whom it may concern:

Be it known that I, ANDREW DAUBNER, Sr., of Madison, Dane county, Wisconsin, have invented a new Improvement in Methods of Coupling and Uncoupling Cars, of which the following is a specification.

My invention consists of improvements in the method of coupling and uncoupling railway-cars, so as to insure the safety of persons engaged in coupling and uncoupling the same, and so that railway-cars may be coupled and uncoupled without the necessity of persons standing on the ground between the ends of the cars to be coupled and uncoupled. I attain these objects by the mechanism illustrated in the accompanying drawings.

Figure 1 is the end view of a railway-car to which my invention is attached. Fig. 2 is a side view of a car, showing the invention. Fig. 3 is a plan view of the link-lifter.

In the drawings, *a* is a metal rod extending from the top of the pin which holds the link that couples the car to the top of the car.

b is a flange, to which is attached the dog, (marked *c*.)

c is the dog, which holds the metal rod that raises the pin.

d is a ring or loop attached to the end of the car, in which the rod *a* slides up and down.

f is parts of lever (shown in Fig. 1 at *ff*) to raise rod *a* and pin attached to it.

g are the braces and pins that the levers work on.

h is the pin which couples the car, with an inclined top, so as to give play to the ring by which it is attached to the rod, as shown.

The letters *i k l m n* represent the device for raising and lowering the link a sufficient distance up and down, so that it may enter the slot in the iron bumper of the cars, although the cars be of different heights from the ground.

i is the rod which passes around the front end of the car, across the bumper, and under the links, for the purpose of raising them. 45

k l are the staples holding rod *i* in place, and in which it works.

m are springs attached to rod *i*, so that the play of the bumpers will not break it.

n is a piece of plank attached to the sides of the block of wood which holds the bumpers, so as to give a plain smooth surface for rod *i* to work upon. 50

r is the iron bumper, in which the front is cut away, so that rod *i* will not project beyond the front thereof. 55

It will be seen by the foregoing that a person standing at either side and near the end of a car to be coupled can raise the pin, which will be held up by the rod *a* being caught in the dog *c*, and by raising the link by the arm of rod *i* to a proper position to enter the slot in the bumper as the cars come together the concussion will release rod *a* from dog *c*, the pin will drop into place, and the cars be thus coupled without the person coupling the same going between the cars. 60 65

The cars may be uncoupled by raising rod *a* from the top or either side of the car, thus assuring the safety of persons engaged in coupling and uncoupling cars. 70

I claim—

1. In a car-coupling, the levers *ff*, fulcrum-braces *g g*, and rod *a*, having horizontal portions *a' a''*, in combination with pin and hook *c*, substantially as shown and described. 75

2. In a car-coupling, the bail *i*, working in slides *k*, in combination with springs *m*, as shown and described.

ANDREW DAUBNER, SR.

Witnesses:

I. C. SLOAN,
HENRY KESSENICH.