G. WERNIMONT

Car-Coupling.

No. 167,718. Patented Sept. 14, 1875.

Fig: 1.

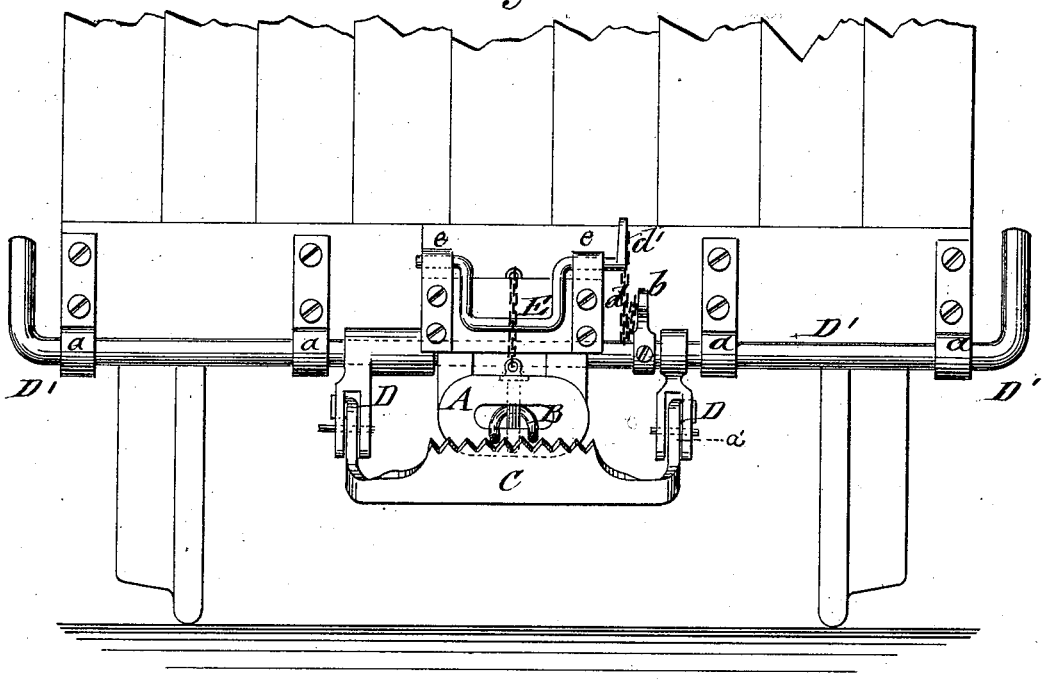
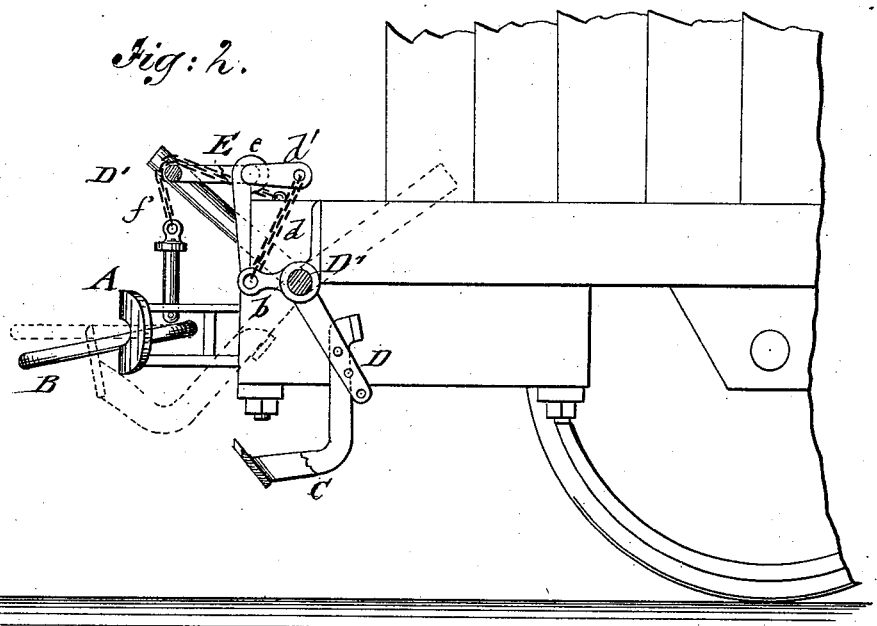


Fig: 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE WERNIMONT, OF DUBUQUE, IOWA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **167,718**, dated September 14, 1875; application filed August 21, 1875.

To all whom it may concern:

Be it known that I, GEORGE WERNIMONT, of Dubuque, in the county of Dubuque and State of Iowa, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a front view of my improved car-coupling, and Fig. 2 a side elevation of the same.

Similar letters of reference indicate corresponding parts.

The invention relates to a link-guiding mechanism by which the coupling may be accomplished without going between the cars, and thereby accidents avoided.

The invention consists of a serrated link-guide that is adjustably attached to supports of a lateral shaft. The crank-shaft is also connected, by crank arm and chain, with a swinging crank-frame that raises the pin-chain and pin in the draw-head for uncoupling.

In the drawing, A represents a draw-head with the common pin and link. The link B is supported on a lateral link-guide, C, with serrated center part that holds the link at any suitable height, and carries it somewhat to the right or left to cause its entrance to the approaching draw-head. The link-guide C is curved backward and pivoted to perforated carriers D, keyed to a lateral shaft, D′, that swings in suitable bearings *a* of the car. The link-guide C may be adjusted to extend to greater or lesser distance in front of the draw-head, according to the size of the link, the perforations of the carrier-arms serving for setting the guide. End shoulders *a′* of the link-guide bear on the carriers D and secure the rigid connecting of the link-guide when raised. The lateral shaft D′ is provided at both ends with cranks or lever-arms by which the guide is raised or lowered. The shaft D′ is also connected by a short crank, *b*, at the side of the draw-head, and a chain, *d*, to the arm *d′* of a crank-frame, E, that swings in bearings *e* above the draw-head. The coupling-pin is connected, by a chain, *f*, to the car, the chain passing over the crank-frame E, so that, when the link-guide is turned down below the car and in backward direction, the crank *b* is carried forward and downward, swinging the crank-frame in upward direction, and raising, by the stretching of the pin-connecting chain, the coupling-pin out of the link in the draw-head. The link-guide shaft produces, when turned in one direction to apply the guide to the link, the coupling of the cars, while it uncouples the same when turning the shaft in opposite direction.

The shaft may be operated from the side of the car or from the platform by the foot, as desired, doing thereby entirely away with the necessity of going in between the cars for coupling, and avoiding thereby the frequent accidents occasioned by the common method of coupling.

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

1. The combination, with the coupling-link, of a serrated link-guide and lateral crank-shaft provided with supporting-arms for holding the link for coupling, substantially as and for the purpose set forth.

2. The combination of the lateral crank-shaft, crank-arm, and chain with a swinging crank-frame, connecting-chain, and coupling-pin for raising and dropping the pin in uncoupling and coupling, as set forth.

GEORGE WERNIMONT.

Witnesses:

JOSEPH AEUHTER,

FERDINAND TRENKLE.