

J. VAN STERNBERG.

Car Coupling.

No. 103,108.

Patented May 17, 1870.

Fig: 1.

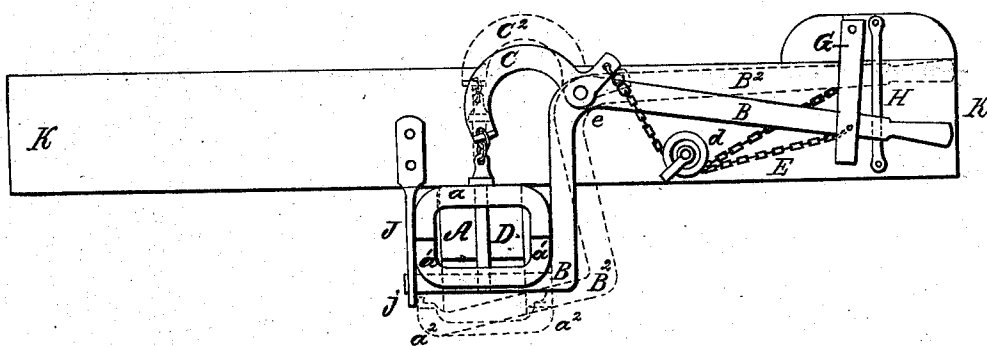
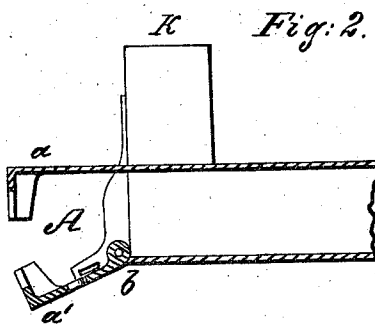


Fig: 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

JOSEPH VAN STEENBERG, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. **103,108**, dated May 16, 1870.

To whom it may concern:

Be it known that I, JOSEPH VAN STEENBERG, of the city of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Car-Coupling; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, and being a part of this specification.

Figure 1 is a front elevation of my invention, the dotted lines showing it open and ready to receive the coupling-link. Fig. 2 is a section of my coupling open.

Like letters indicate like parts in each figure.

The nature of this invention relates to an improvement in car-couplings; and consists in constructing the draw-head in two sections or jaws, to receive the coupling bar or link, and is closed by an arrangement of levers which at the same time drop the coupling-pin into the draw-head and through the link.

In the drawings, A is the draw-head, in two sections or jaws, *a* the upper and *a'* the lower jaw, hinged at *b* and open in Fig. 2. B is the main lever, with an elbow extending beneath the lower jaw of the draw-head, and an auxiliary lever, C, attached to it at the band *e*, to which is hung the coupling-pin D. A chain, E, is attached at one end to the lever B, near the handle, and at the other end to the lever C, passing between them about the pulley *d*. G is a spring to prevent the handle of the lever B from slipping from the rack H, by the teeth of which it is stopped. J is a bar, having an eye, *j*, at the lower end, to receive the end of the lever B when the coupling is closed. The dotted line *a*² in Fig. 1 shows the lower jaw of the coupling open to receive the coupling-link. The dotted line B² shows the position of the main lever, and C² that of the auxiliary lever when the lower jaw of the coupling

is dropped. K is the end of the platform of the car, to which the levers and bar J are attached.

The manner of operating this device is as follows: As the cars to be coupled approach each other the link in the draw-head of one strikes the incline of the open lower jaw of the opposite draw-head, and then, by pushing down the lever B, the open jaw is closed, and the pin C is dropped through the coupling into the pin-hole in the lower jaw, the arrangement of the levers being such that it will invariably enter the link and hole at the same moment the end of the lever B enters the eye *j*. The bar J and its handle is sprung by the spring G into the proper tooth of the rack H, and the coupling is secured.

The advantages of this coupling are, that it can be entirely operated from the platform of the car, and obviates the necessity of going between the cars and the dangers arising therefrom.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The draw-head A, constructed in two sections or jaws, *a* and *a'*, the lower one opening on a hinge, substantially as and for the purposes set forth.
2. The lever B, auxiliary lever B¹, in combination with draw-head A, substantially as and for the purposes set forth.
3. In combination, the draw-head A, constructed as described, lever B, auxiliary lever B¹, chain D, pulley *d*, spring E, rack G, and bar H, with eye *h*, when arranged and operating substantially as and for the purposes set forth.

JOSEPH VAN STEENBERG.

Witnesses:

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