

C. KOHLER.
Car Coupling.

No. 84,700.

Patented Dec. 8, 1868.

Fig: 1.

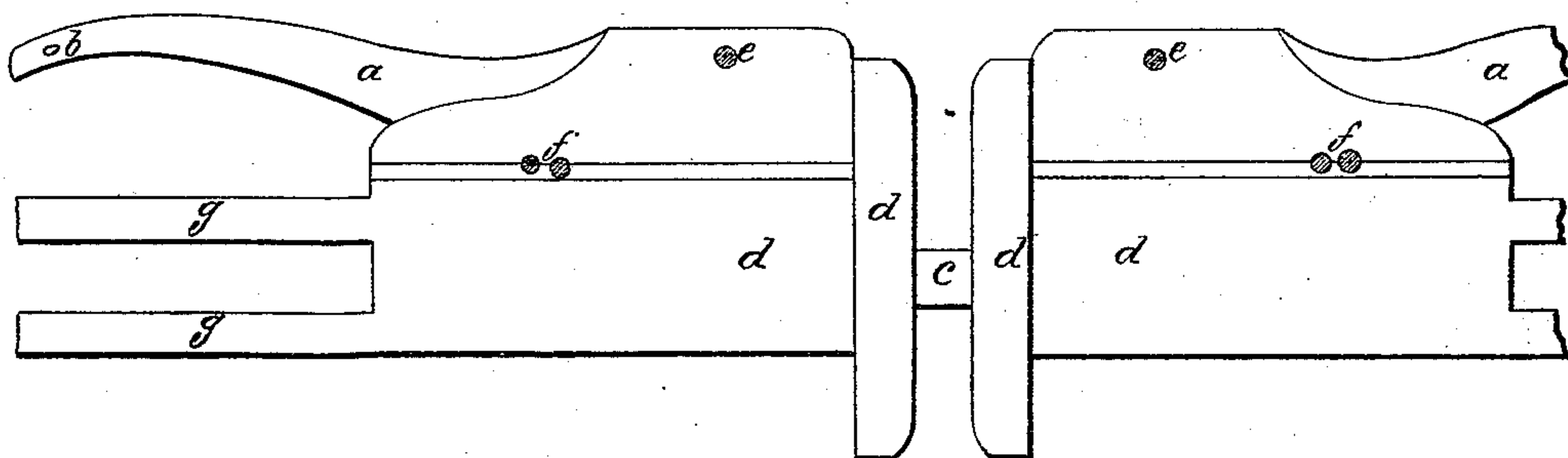
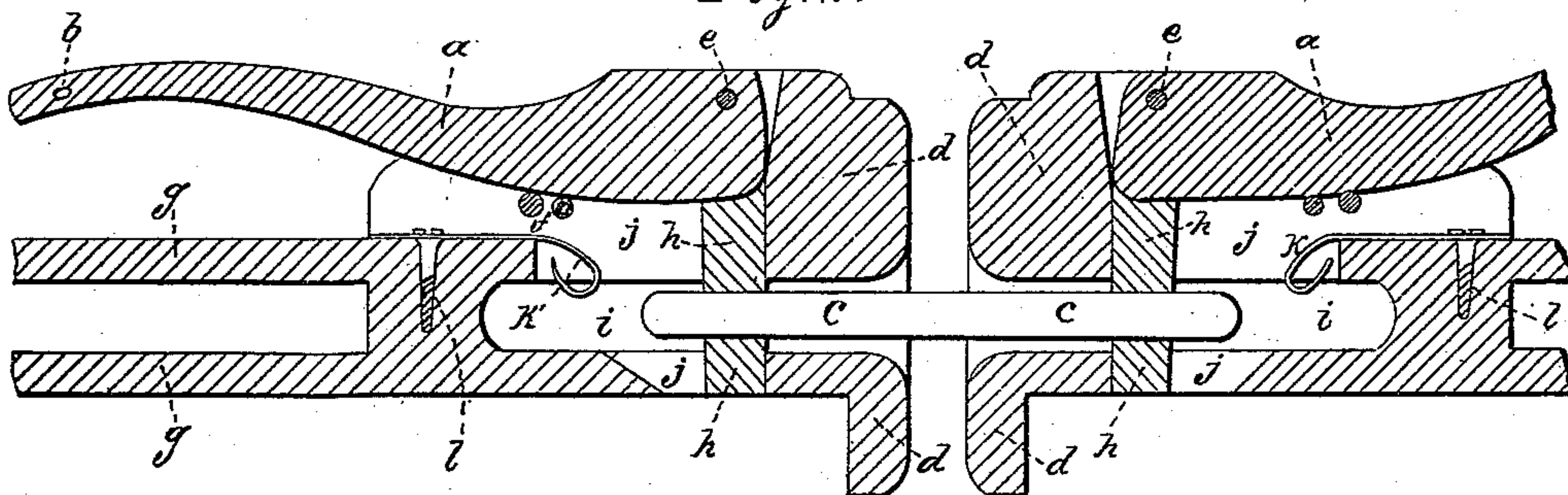


Fig: 2.



Witnesses.

David Shearer
Philip J. Galvin

Inventor.

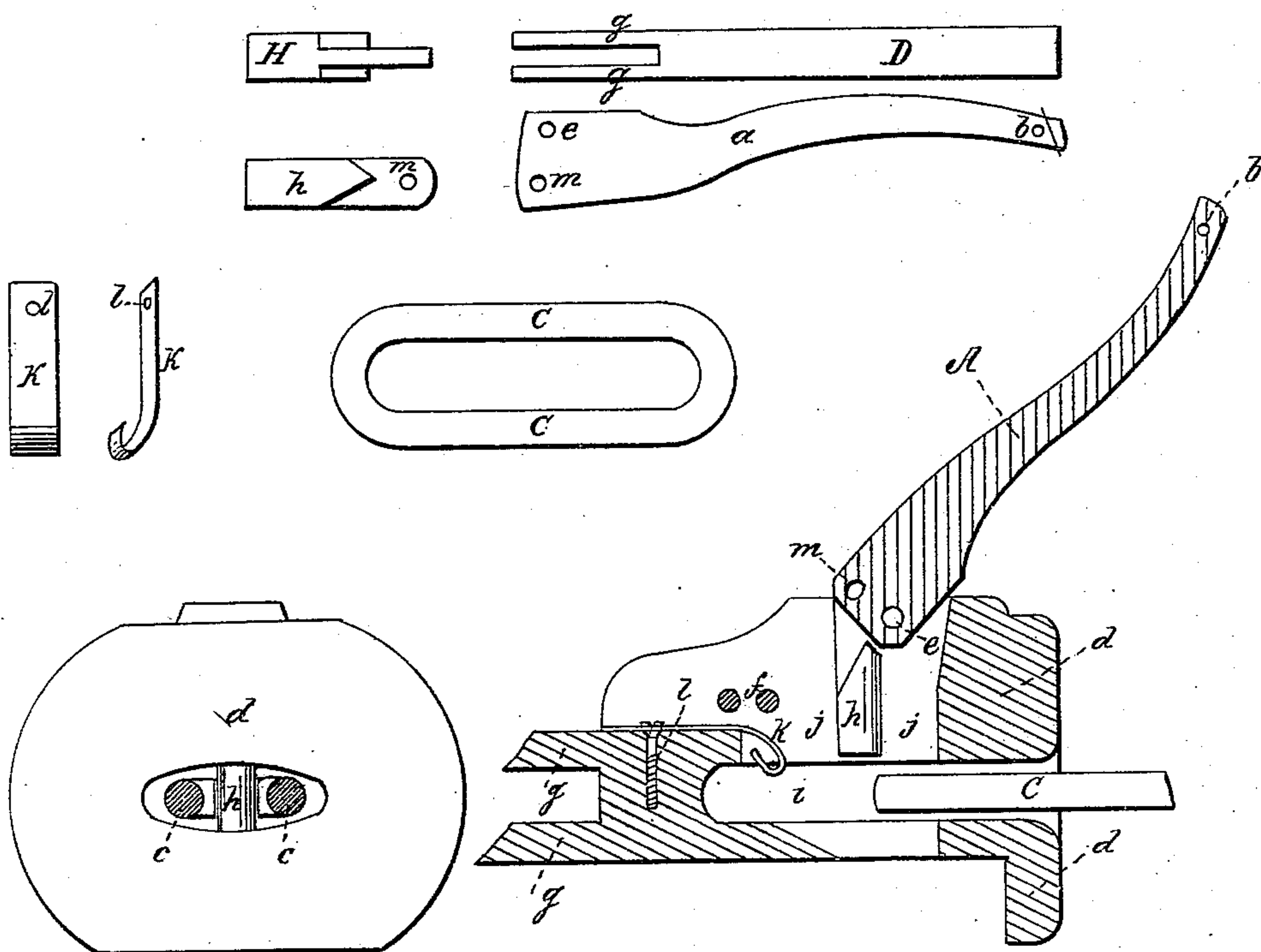
Charles Kohler

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Fig. 3.



Witnesses.

David Freeman
Philip S. Galvin.

Inventor.

Charles Kohler



CHRISTIAN KÖHLER, OF GALENA, ILLINOIS.

Letters Patent No. 84,700, dated December 8, 1868.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

Be it known that I, CHRISTIAN KÖHLER, of the city of Galena, in the county of Jo Daviess, and State of Illinois, have invented a new and useful Improvement for Coupling Railway-Cars, which I entitle "Köhler's Self-Car-Coupler;" and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view.

Figure 2, a half-section inside view when the cars are coupled.

Figure 3, the separate parts, and also a half-section inside view, with all the parts combined, when the car is uncoupled.

The different parts are represented on the drawings as follows:

- a* is the lever or handle.
- b* is the hole for rope or string fastening.
- c* is the coupling-loop.
- d* is the car-header.
- e* is the fastening for the lever or handle.
- f* are the rests for the lever or handle.
- g* is the part fastened on the car.
- h* is the coupling-pin, fastened on the lever or handle, so as to swing on it.
- i* is the hollow space for coupling-loop to move in.
- j* is the hollow space for coupling-pin to move in.
- k* is the steel spring to force the coupling-pin back to a perpendicular position.
- l* is the spring fastening.
- m* is the fastening of coupling-pin to the handle or lever.
- h*, in fig. 3, is the side view of the coupling-pin.
- H*, in fig. 3, is the back view of the coupling-pin.
- k*, in fig. 3, is the top view of the spring.
- K*, in fig. 3, is the side view of the spring.
- D*, in fig. 3, is the box without the header or lever, in which the coupling-pin and loop work.

The spring is made of steel, of sufficient length and strength to throw back the coupling-pin to its place. All the other materials may be made of wrought or cast-iron, or both.

The car-header and coupling-loop may be of the ordinary size, such as are now in use.

The coupling-pin and lever may be made of such size and strength as would be convenient and necessary for their separate purposes; and so with the fastenings of the same.

The hollow space for the coupling-loop may be of the size now in use, and the hollow space for the coupling-pin should be of such size as to let the pin swing free in it.

The work should be made four times as large as the size of the same in the accompanying drawings.

The operation of this improvement is as follows:

Two cars coming together, the lever or handle being down, as in figs. 1 and 2, the coupling-loop *c* being on one of the cars, the loop is pressed forward against the coupling-pin *h*, which it presses back against the spring *k*, raising the spring, when the loop passes the lower end of the pin, and then the spring throws the pin back to a perpendicular position against the inside of the header. The pin is then through the loop, and the car is coupled. To uncouple it, the lever or handle is raised, as in fig. 3.

The lever may be raised by hand direct, or by fastening a rope or string at the rope-hole *b*, and leading the rope into the car, and pulling upon it.

To place the lever back in its place, as in figs. 1 and 2, a spring might be attached to the car-header, so as to strike the lever when it is raised, and throw it back. This to be of sufficient size and strength for that purpose.

I do not claim, as my invention, the car-header or coupling-loop.

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

The combination of the lever *a*, pivoted pin *h*, with a buffer-head, which has cavities *i* and *j* therein, when constructed and arranged to operate in connection with a spring, *k*, substantially as described, as and for the purpose specified.

Witnesses: CHRISTIAN KÖHLER.
DAVID SHEEAN,
PHILIP I. GALVIN.