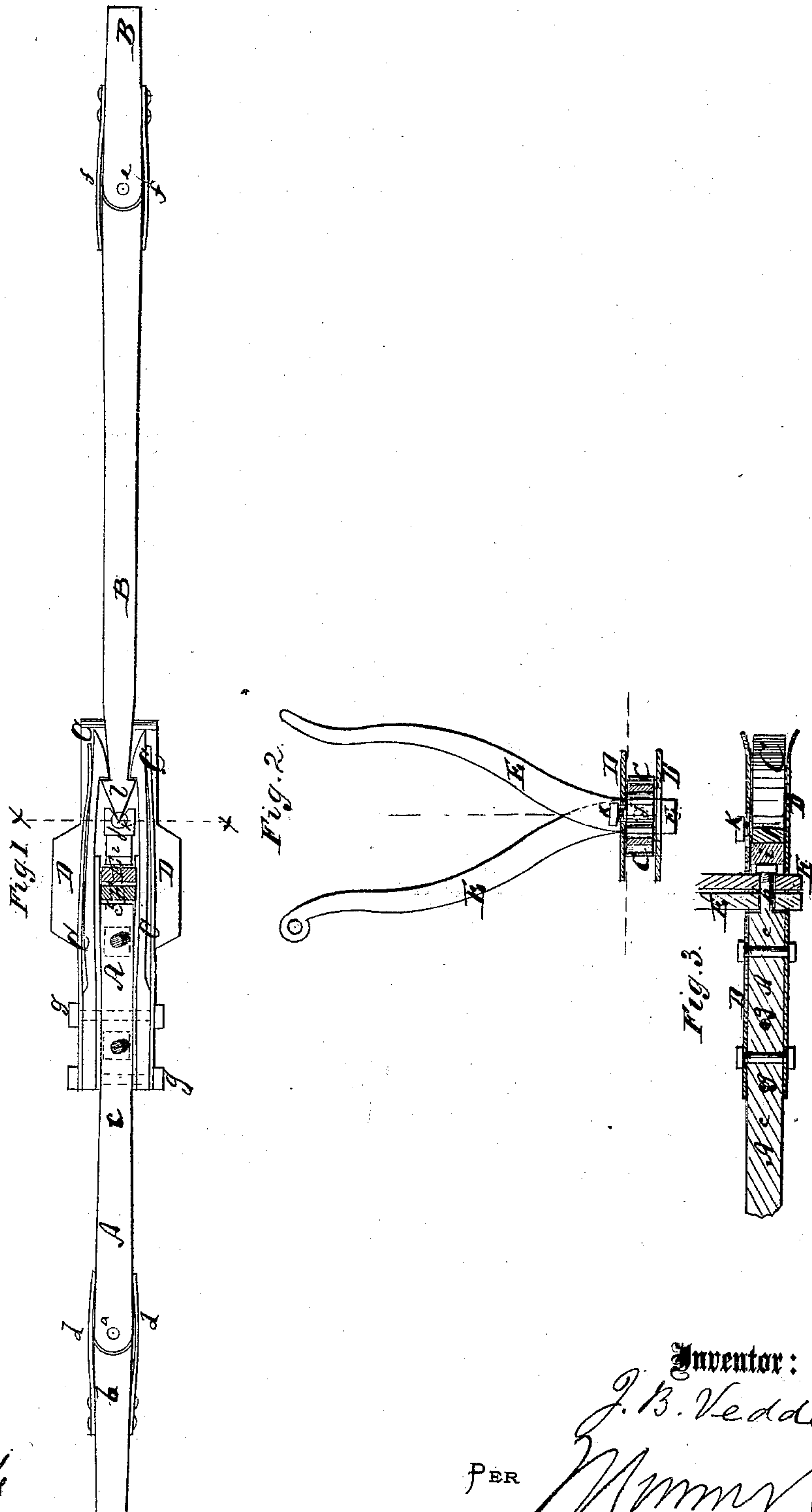


J. B. VEDDER.
Car Coupling.

No. 98,723.

Patented Jan. 11, 1870.



Witnesses:
Alex. F. Roberts
Paul Glockler.

Inventor:
J. B. Vedder
PER *[Signature]*
Attorneys.

United States Patent Office.

JEROME B. VEDDER, OF GLOVERSVILLE, NEW YORK.

Letters Patent No. 98,723, dated January 11, 1870.

IMPROVED RAILWAY-CAR COUPLING.

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

To all whom it may concern:

Be it known that I, JEROME B. VEDDER, of Gloversville, in the county of Fulton, and State of New York, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a top view, partly in section, of my improved car-coupling.

Figure 2 is a vertical transverse section of the same, taken on the plane of the line *x x*, fig. 1.

Figure 3 is a detail vertical longitudinal section of the same.

Similar letters of reference indicate corresponding parts.

My invention relates to car-couplings, and consists in a certain combination of parts, more particularly specified hereafter.

A, in the drawing, represents the shank of the coupling-box.

It is made in form of a strong beam, made of two pieces, which are connected by a pin, *a*, so that when the rear piece *b* is rigidly secured to the car, the front piece *c* will be allowed to swing on such pivot *a*.

The front part *c* is held in line with the rear part of the shank, by means of springs *d d*, attached to *b*, said springs pressing against the sides of *c*, as shown.

The link B is also made in form of a jointed bar, having a pivot, *e*, and springs *f*, as shown.

To the front end of the shank are, by means of transverse bolts *g g*, rigidly secured the rear ends of springs C C, the front ends of which have hooks on their inner faces, as shown.

Plates D D, which are fastened to the upper and

under surfaces of the shank, cover and protect the spring-jaws C.

E E are two levers, pivoted by a longitudinal pin, *h*, to the front end of the shank, and extending up through the top plate D, and down through the bottom plate.

In front of the levers E is placed, between the spring-jaws, a rubber or other cushion, *i*, and in front of that is a sliding block, *j*, which has an arm, *k*, extending through a slot of the lower or upper plate D.

The operation is as follows:

The link is, with its arrow-head *l*, inserted between the spring-jaws, and is held locked by the hooks of the same, as is clearly shown in fig. 1. When the link is inserted, it strikes against the block *j*, and pushes it back against the cushion *i*, thereby preventing the injury of any parts by the concussion.

Whenever the link is to be disengaged, the upper ends of the levers E are forced together, whereby their lower ends will be forced apart to spread the springs C. The latter will thereby be moved apart to release the link. While two cars are coupled together, lateral motion is allowed to them without injury to the coupling-device, by means of the jointed shank and link.

The links may be rigid on a jointed shank, A, or *vice versa*.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

The combination of a spring-jointed shank, A, spring-bearing block *i*, spring-jaws C C, and spring-jointed link B, as and for the purpose specified.

JEROME B. VEDDER.

Witnesses:

THOMAS M. McCOMBE,
PETER R. WILLSON.