

G. KOEB.
Car-Couplings.

No. 141,278.

Patented July 29, 1873.

Fig. 1.

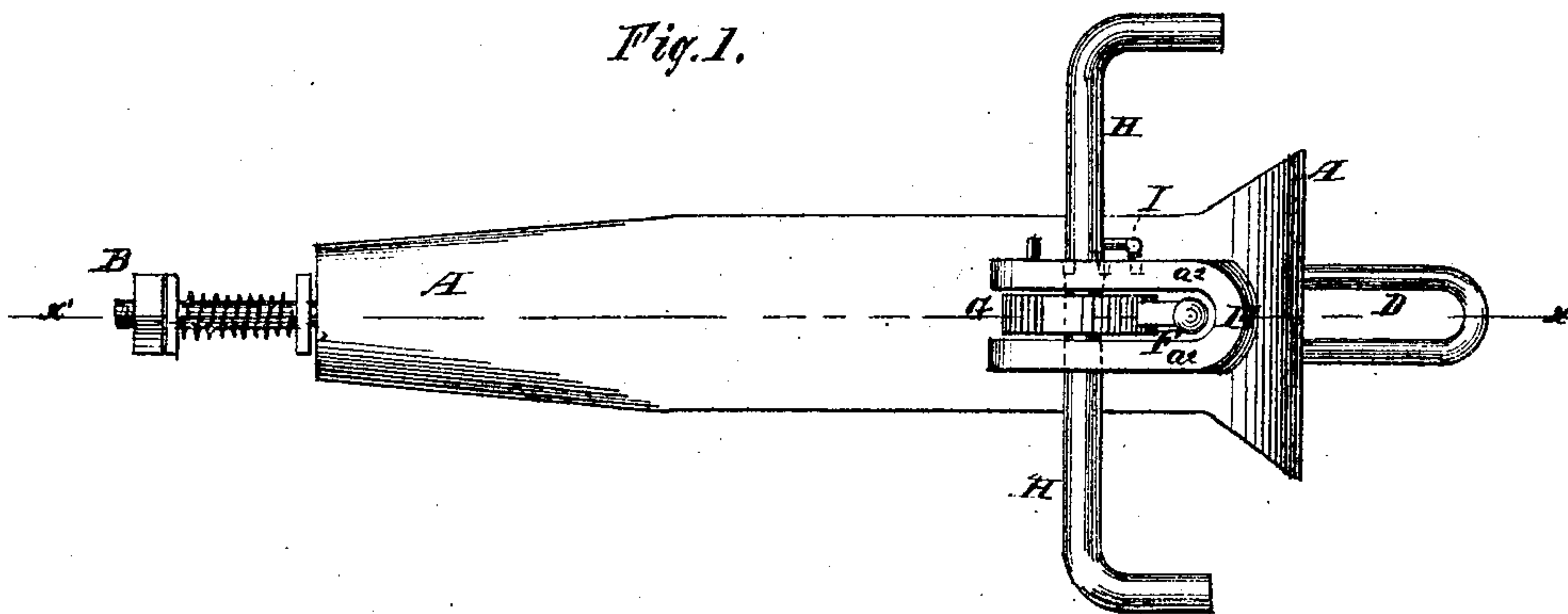
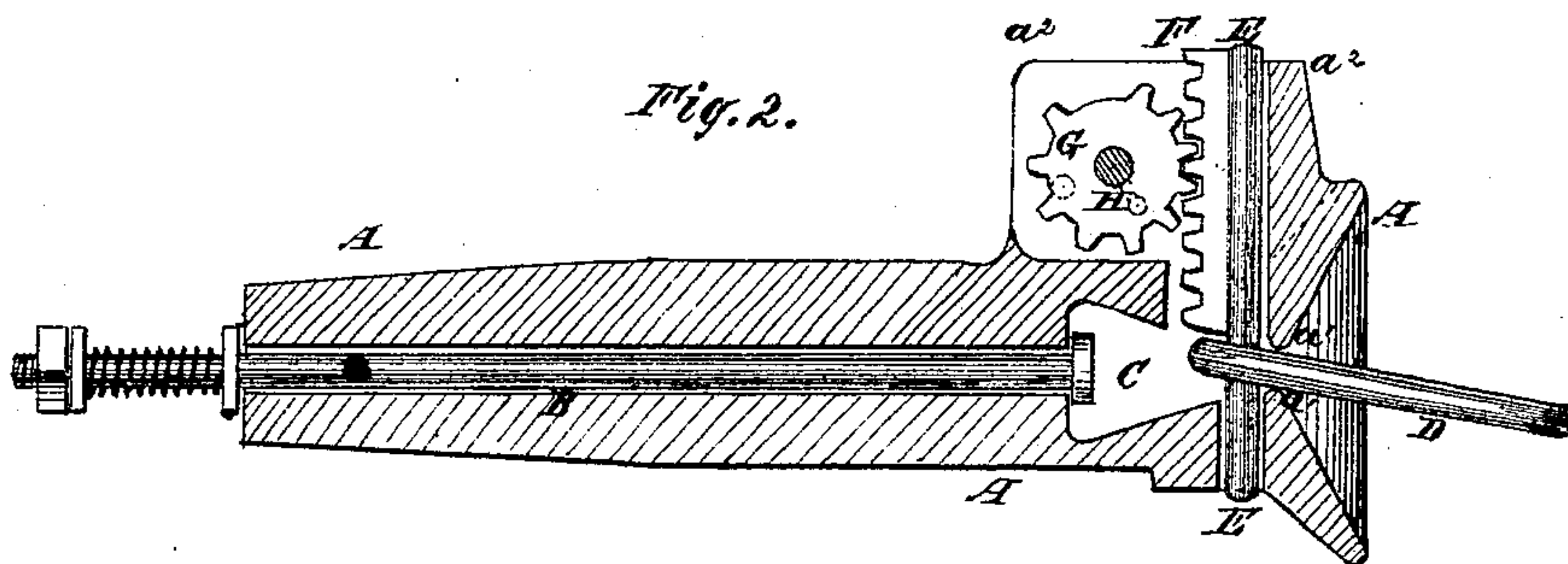


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

GEBHARD KOEB, OF SPRINGFIELD, OHIO, ASSIGNOR TO HIMSELF AND
JACOB B. KORN, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **141,278**, dated July 29, 1873; application filed
February 1, 1873.

To all whom it may concern:

Be it known that I, GEBHARD KOEB, of Springfield, in the county of Clark and State of Ohio, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

Figure 1 is a top view of my improved car-coupling. Fig. 2 is a detail vertical section of the same taken through the line *xx*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The invention consists in the improvement of car-couplings, as hereinafter fully described and pointed out in the claim.

A is the bumper or body of the car-coupling, which is connected with the body of the car by the draw-bar B. The mouth of the bumper is made hopper-shaped, and with a horizontal opening or slot between the inner edges of the upper and lower inclined sides of said mouth, as shown in Fig. 2. C is a wedge-shaped or triangular cavity, the upper and lower inclined sides of which meet the upper and lower inclined sides of the mouth of the bumper-head, just in front of the hole for the coupling-pin, so as to form angles or ribs a^1 , which angles or ribs a^1 serve as fulcrums to the coupling-link D, to allow its outer end to be raised to enter the bumper-head of the adjacent car by lowering its inner end. E is the coupling-pin, which passes down through a hole in the upper and lower parts of the bumper, as shown in Fig. 2. Upon the rear side of the pin E is formed, or to it is securely attached, rack-teeth F, into the teeth of which mesh the teeth of

the small gear-wheel G, attached to the rod H by screws, keys, or other convenient means. The rod H passes through and works in holes in the flanges a^2 , formed upon the upper side of the bumper A, and which rise sufficiently high to protect the gear-wheel G. The ends of the rod H extend out to the side of the car and terminate in cranks, hand-wheels, or other convenient means for operating the said rod. The lower end of the rack F forms a shoulder, which rests upon the inner end of the link D, so that by turning the rod H and gear-wheel G in the direction to force the pin E downward, the inner end of the link D will be forced downward, raising the outer end of the said link to adjust it to enter the bumper-head of the adjacent car. As the pin E is raised, the outer end of the link D will drop by its own weight. To the rod H is attached a spring, I, having a ball or knob upon its outer or free end, to enter depressions or strike against ribs formed in or upon the side of the flange a^2 , to hold the pin E in any position into which it may be adjusted.

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

The bumper A having ribs a^1 and cavity C, combined with pin E having rack F and the coupling-link D, as and for the purpose described.

GEBHARD KOEB.

Witnesses:

JOS. W. NEWLOVE,
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