

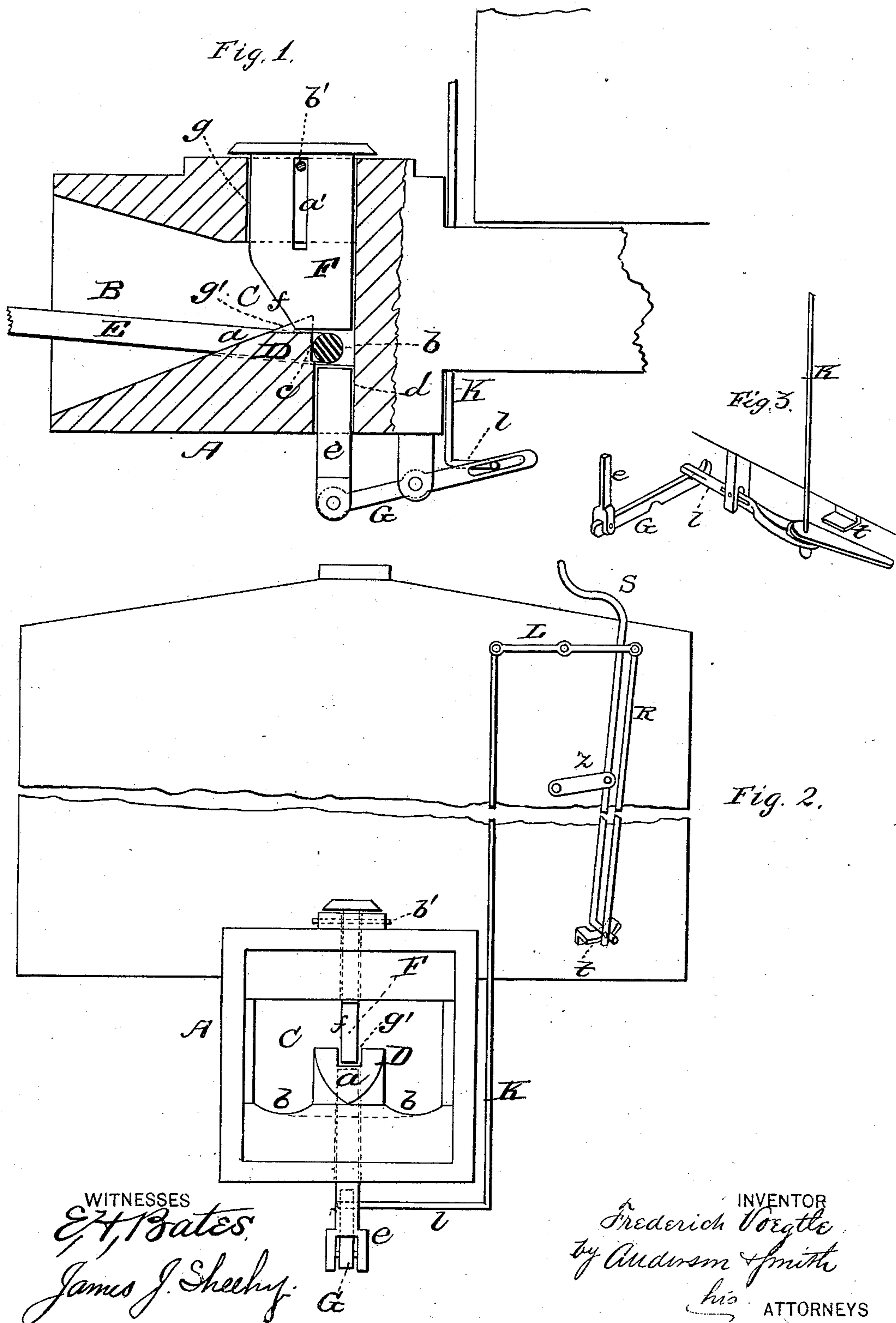
(No Model.)

F. VOEGTLE.

CAR COUPLING.

No. 256,770.

Patented Apr. 18, 1882.



UNITED STATES PATENT OFFICE.

FREDERICH VOEGTLE, OF LOUISVILLE, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 256,770, dated April 18, 1882.

Application filed March 2, 1882. (No model.)

To all whom it may concern:

Be it known that I, FREDERICH VOEGTLE, a citizen of the United States, and a resident of Louisville, in the county of Jefferson and State of Kentucky, have invented a new and valuable Improvement in Car-Couplers; 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 annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a vertical sectional view of my improved car-coupler. Fig. 2 is a front view of the same, and Fig. 3 is a detail perspective view.

This invention has relation to car-couplings; and it consists in the novel construction and arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings, the letter A designates the draw-head, which is connected to a draw-rod extending to a bumper-spring. The draw-head is formed with a flaring mouth, B, and chamber C, from the base of which rises, in the middle line, a hook-lug, D, having a sloping front, *a*, extending to the base of the chamber, and a channel, *b*, extending around the back and on each side of the hook-lug. The rear end of the lug D forms a hook-shoulder, *c*, which is upright, or nearly so, and is rounded from side to side to suit the loop end of the link E, which is designed to engage therewith when inserted into the draw-head, the link first rising on the sloping front *a* of the lug, and then falling over the same in the channel *b*, forming a strong coupling.

F indicates a broad check bar or plate, which extends through a slot, *g*, in the top of the draw-head, down to the upper portion or top of the hook-lug D, which is grooved at *g'* to receive it. The lower edge of this plate extends back over the end of the coupling-link to the rear wall of the chamber C, and the front edge of the plate or bar is under-beveled at *f*, so that when the link is inserted in the mouth of the draw-head the check-bar will be automatically raised. In the check bar or plate is formed a vertical slot, *a'*, through

which passes a transverse pin, *b'*, which prevents the check-plate from being raised out of engagement with its bearing-slot *g*.

In rear of the hook-lug D, and communicating with the rear portion of the link-channel *b*, is made through the base of the draw-head an opening, *d*, to receive a vertically-reciprocating bar or pin, *e*, which is designed to serve as an uncoupler when raised, pushing the end of the link upward out of engagement with the hook-lug, and at the same time raising the check-bar F. The lower end of the uncoupler-pin *e* is connected to a lever, G, having its fulcrum-bearing on the under side of the draw-head, and slotted at its rear end to engage a lateral arm, *l*, of a vertical connecting-rod, K, which extends upward to a transverse lever, L, which is pivoted at the end of the car. To the other end of this lever is pivoted a depending rod, R, having a laterally-operating lever or handle, S, which is pivoted to a link, *z*, connecting it to the car-body, and extends by its upper end to the top of the car. The rod R and handle S are designed to be sufficiently heavy to hold the slotted end of the draw-head lever in the raised position, thereby keeping the uncoupler-bar depressed at all times, except when it is raised by design for the purpose of disconnecting the link.

Near the lower end of the handle-lever S is provided a stop, *t*, serving to engage the same when raised, and thereby to hold the uncoupler in the raised position as long as desirable.

I am aware that a draw-head provided with a hooked projection in the bottom of its mouth having an inclined face has been used in connection with a pivoted or sliding link-retainer, and a sliding pin or a projection on the link-retainer for raising the link to uncouple the cars; also, that a system of levers attached to the car-body and connected to the uncoupling-pin in such a manner that it may be operated from each side and from the top of the car is old, and I do not desire to claim broadly either of said constructions.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with a draw-head having the interior incline-front hook-lug, D, ris-

95

100

ing from its base, the top slot, *g*, and the bottom opening, *d*, of the reciprocating uncoupler-bar *e* and the check-plate F, having the vertical slot *a'* and the under-beveled front edge, *f*, said check-plate extending from the rear wall of the cavity in the draw-bar over the incline of the hook-lug, substantially as specified.

2. The combination, with a draw-head having an interior incline-faced hook-lug rising from its base, and having a groove in its top, of the under-beveled check-plate operating

through a slot in the top of the draw-head, and the vertically-reciprocating uncoupler-bar working in rear of the hook-lug, the operating-levers, and gravitating connections, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

FREDERICH VOEGTLE.

Witnesses:

JAMES C. WATSON,
GOTTLIEB MAYER, Jr.