

(No Model.)

F. W. KUEHL.
CAR COUPLING.

No. 302,414.

Patented July 22, 1884.

Fig. 1.

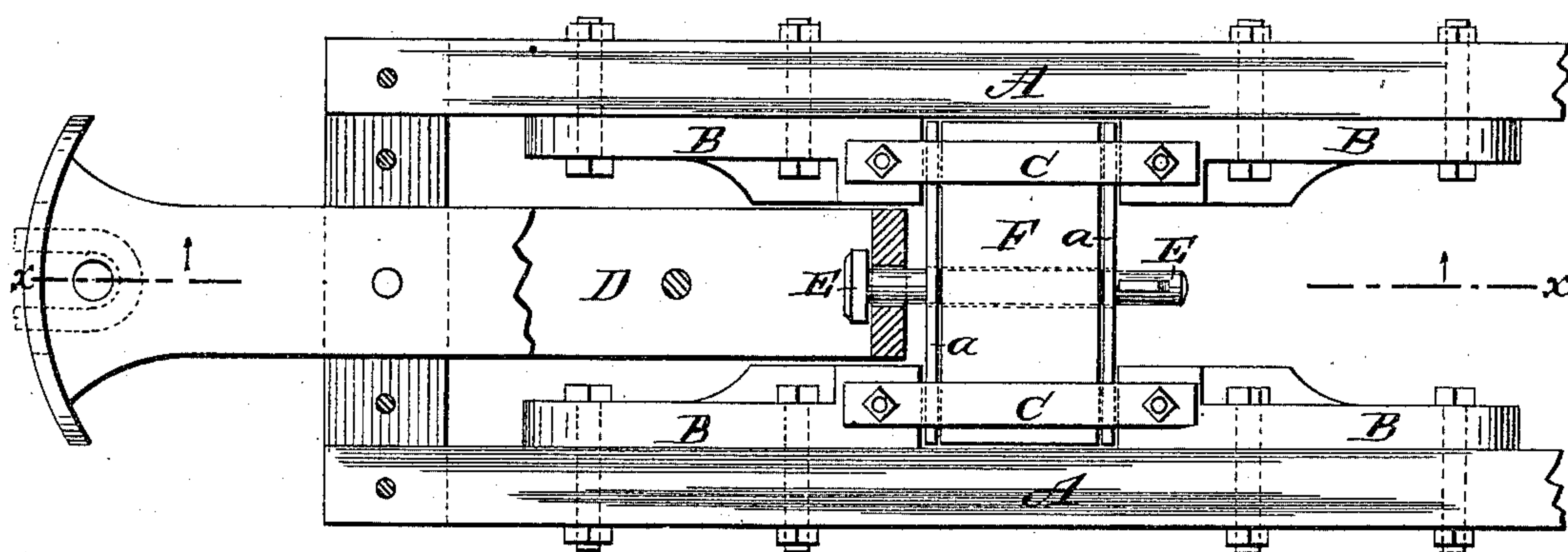


Fig. 2.

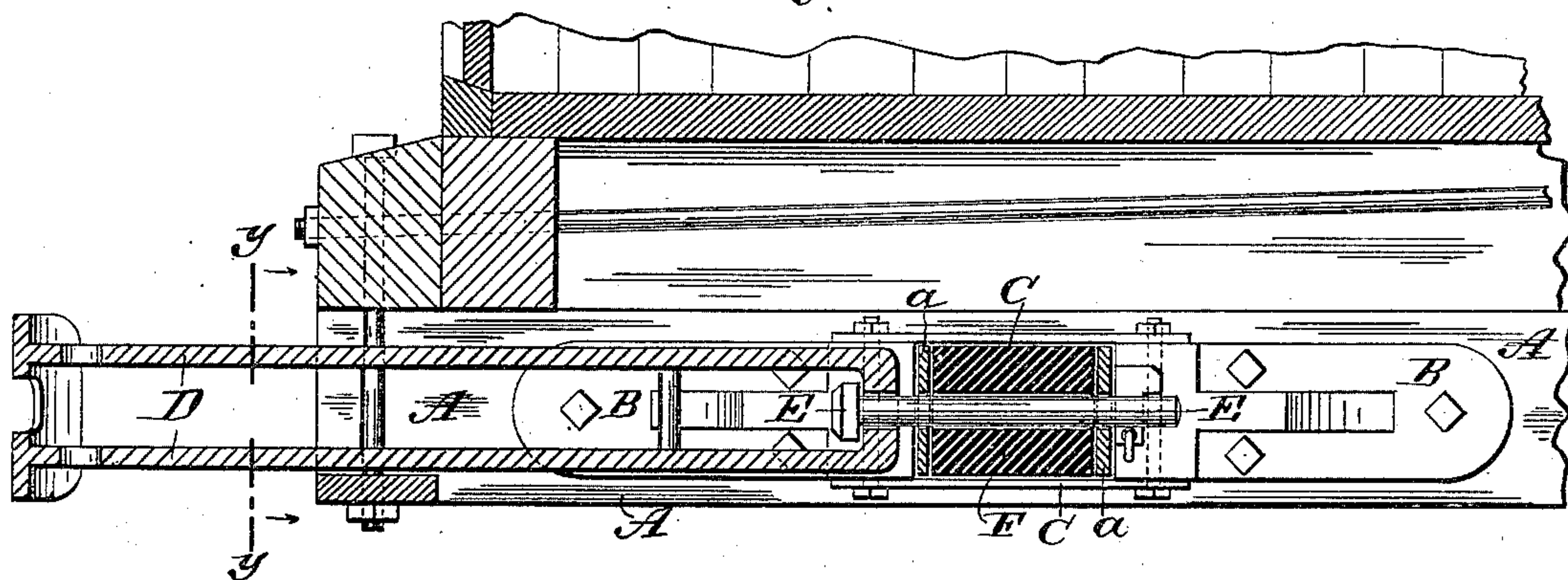
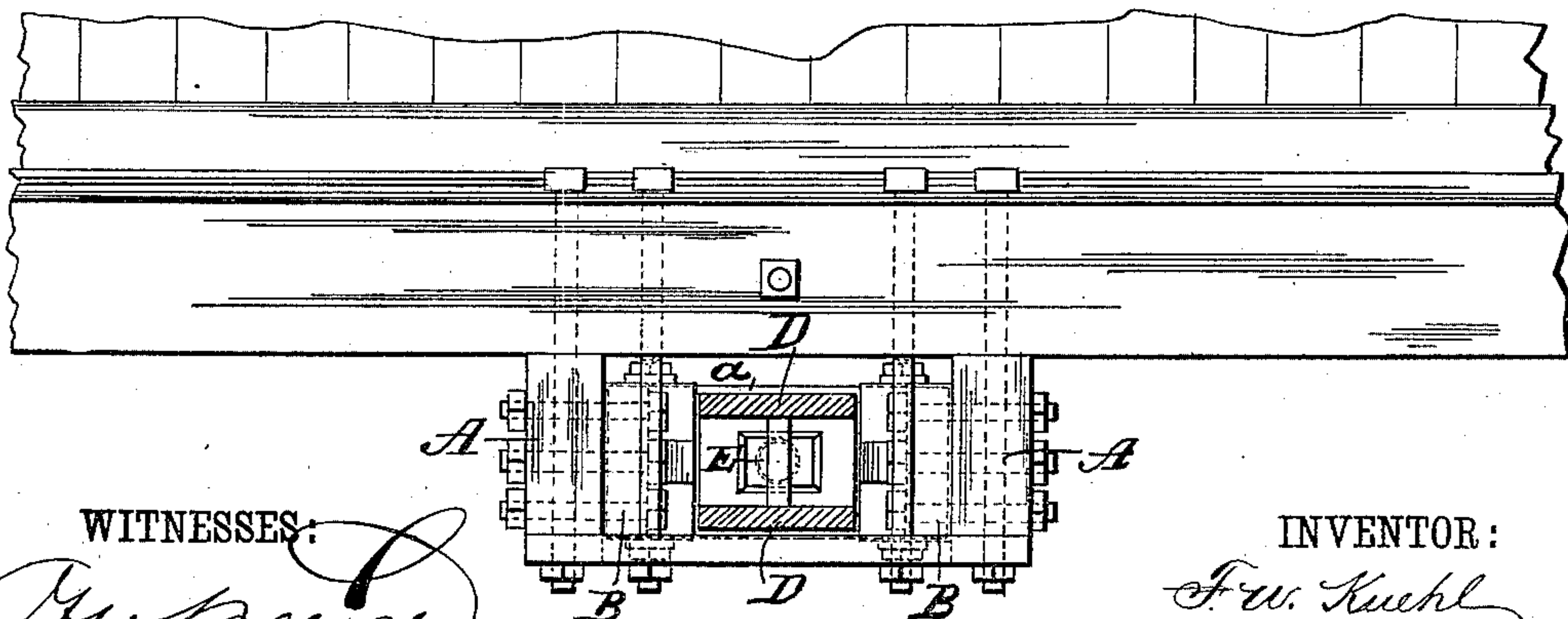


Fig. 3.



WITNESSES:

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FREDERICK W. KUEHL, OF MILWAUKEE, WISCONSIN.

CAR-COUPLING.

SPECIFICATION, forming part of Letters Patent No. 302,414, dated July 22, 1884.

Application filed May 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK W. KUEHL, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and
5 Improved Draw-Gear for Railway-Cars, of which the following is a full, clear, and exact description.

My improvements relate to the buffer and draw springs of railway-cars, and have the
10 object to avoid the breakages which are liable to occur when the ordinary steel springs are used, and which are so disastrous to the draw-timbers and parts of the draw-gear.

The invention consists of the combination of
15 parts and their construction, substantially as hereinafter fully set forth and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate
20 corresponding parts in all the figures.

Figure 1 is a plan view representing the draw-gear of a box-car. Fig. 2 is a longitudinal section of the same parts on line *xx* of Fig. 1, and Fig. 3 is a cross-section on line *y*
25 *y* of Fig. 2.

A A are the usual draw-timbers; B B, the draw-bar stops; C C, the guides; D, the draw-bar, and E the bolt. The stops B, guides C, and follower-plates between the stops form a
30 pocket that usually receives a spiral spring around the bolt, and it will be readily understood that in case of the release of the bolt by breaking of the spring the adjacent parts are liable to be badly broken up.

In place of a spiral spring I use a block, F, 35 of rubber, which fills the space between draw-timbers A and follower or plates *a a*. This block is centrally apertured for the passage of the draw-bar bolt E, and it forms a solid yet elastic connection for the draw-bar to the
40 timbers. The parts hold the block securely in place, while the block has all the elasticity necessary to relieve the shock of jerks. Besides being much cheaper of itself than a steel spring, this rubber block will not be affected
45 by cold weather, which causes breakage of steel, and as it will retain the bolt in place always, the great expense caused by breakage and the loss of time for repair of the car will be avoided.

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

In draw-gear for railways, the draw-timbers A, having secured to their inner sides spaced-apart stops B, to the upper and lower sides
55 of which stops are secured guide-plates C, in combination with the draw-bar D, draw-pin E, and the block of rubber F, sandwiched between plates *a*, with their ends bearing against the stops B, substantially as shown and de-
60 scribed, and for the purpose set forth.

FREDERICK W. KUEHL.

Witnesses:

Mrs. W. KUEHL,
W. J. HAMME.