

(No Model.)

O. C. MEUSEBACH.

CAR COUPLING.

No. 325,851.

Patented Sept. 8, 1885.

Fig. 1.

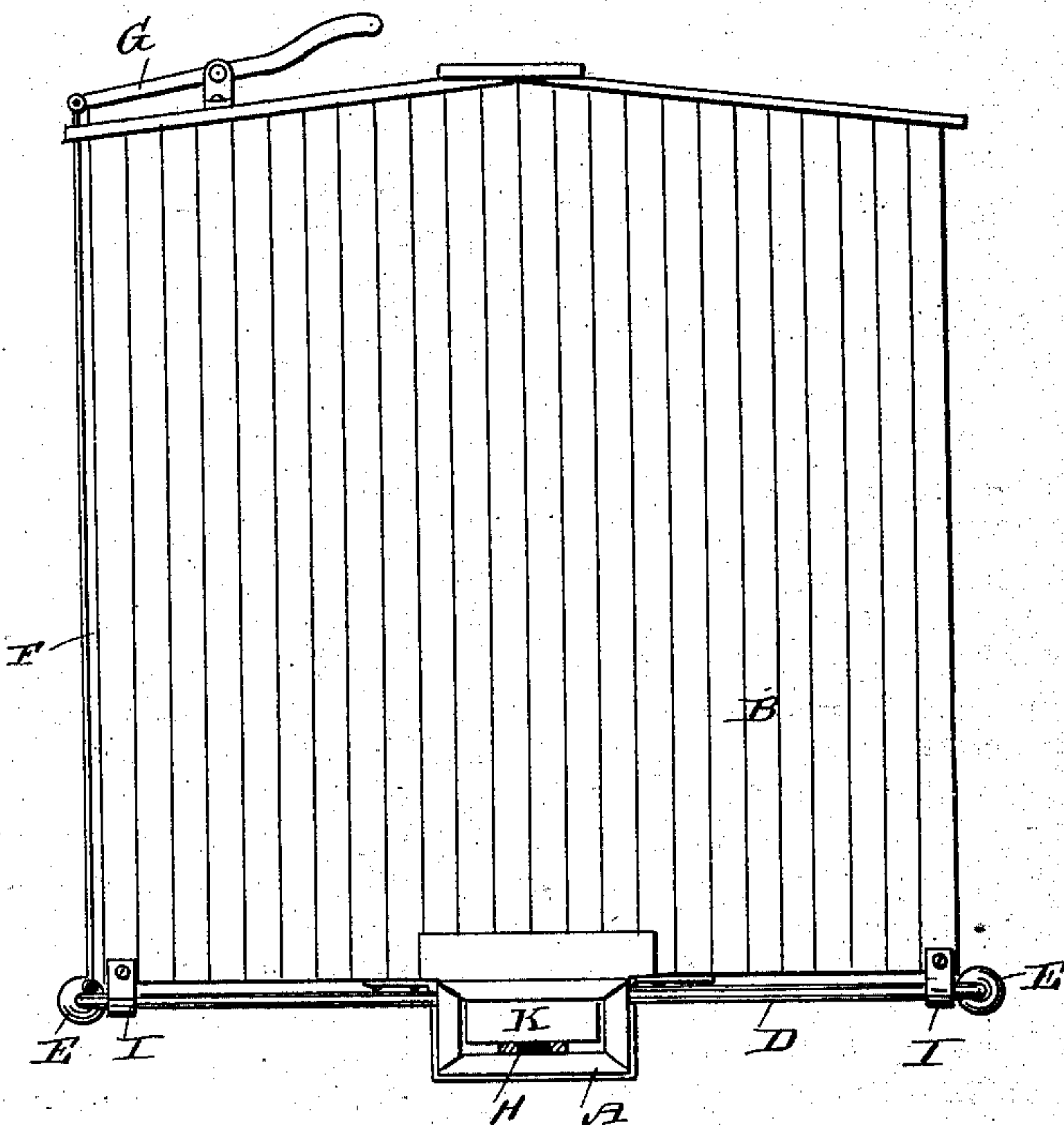


Fig. 2.

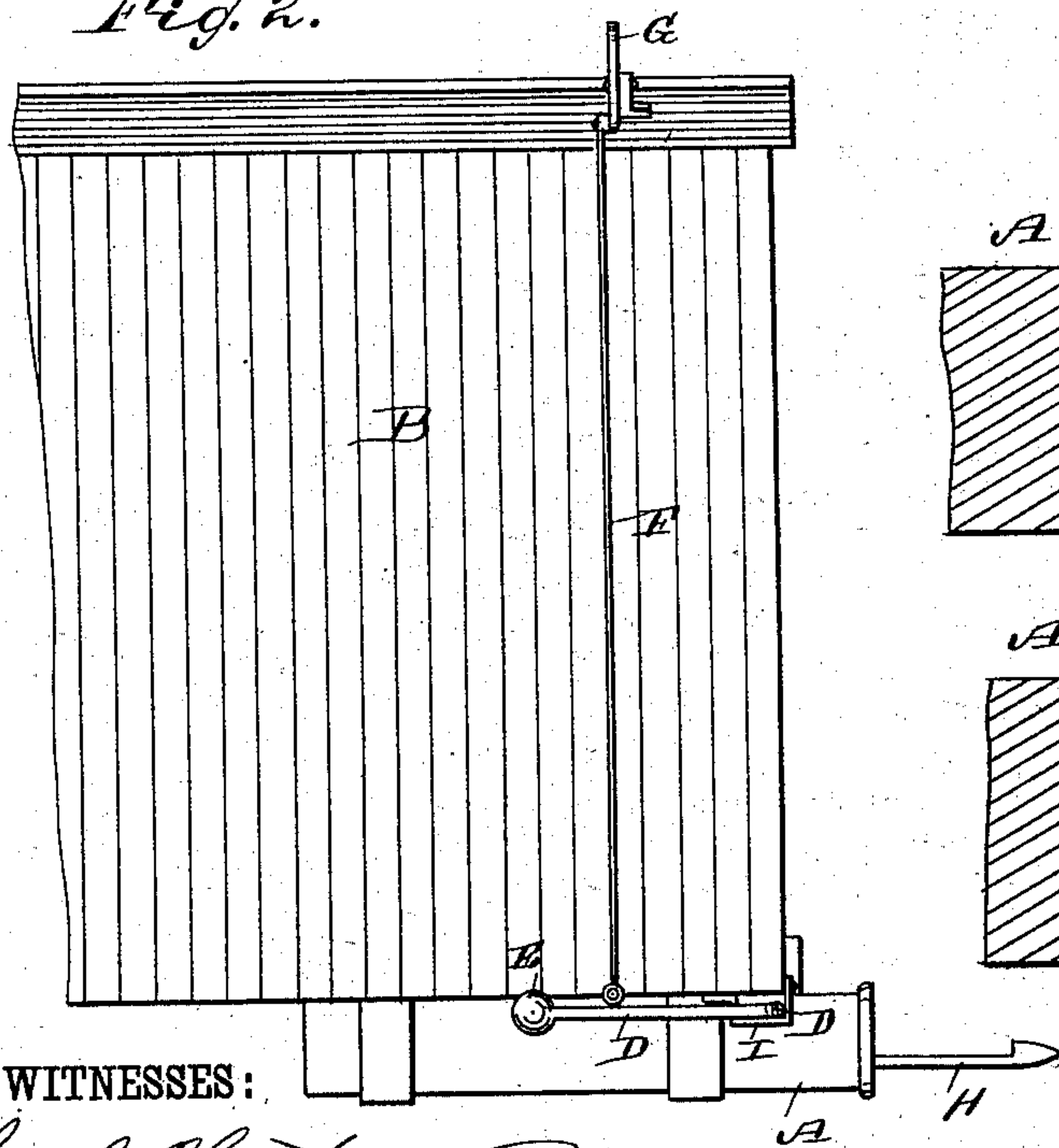


Fig. 3.

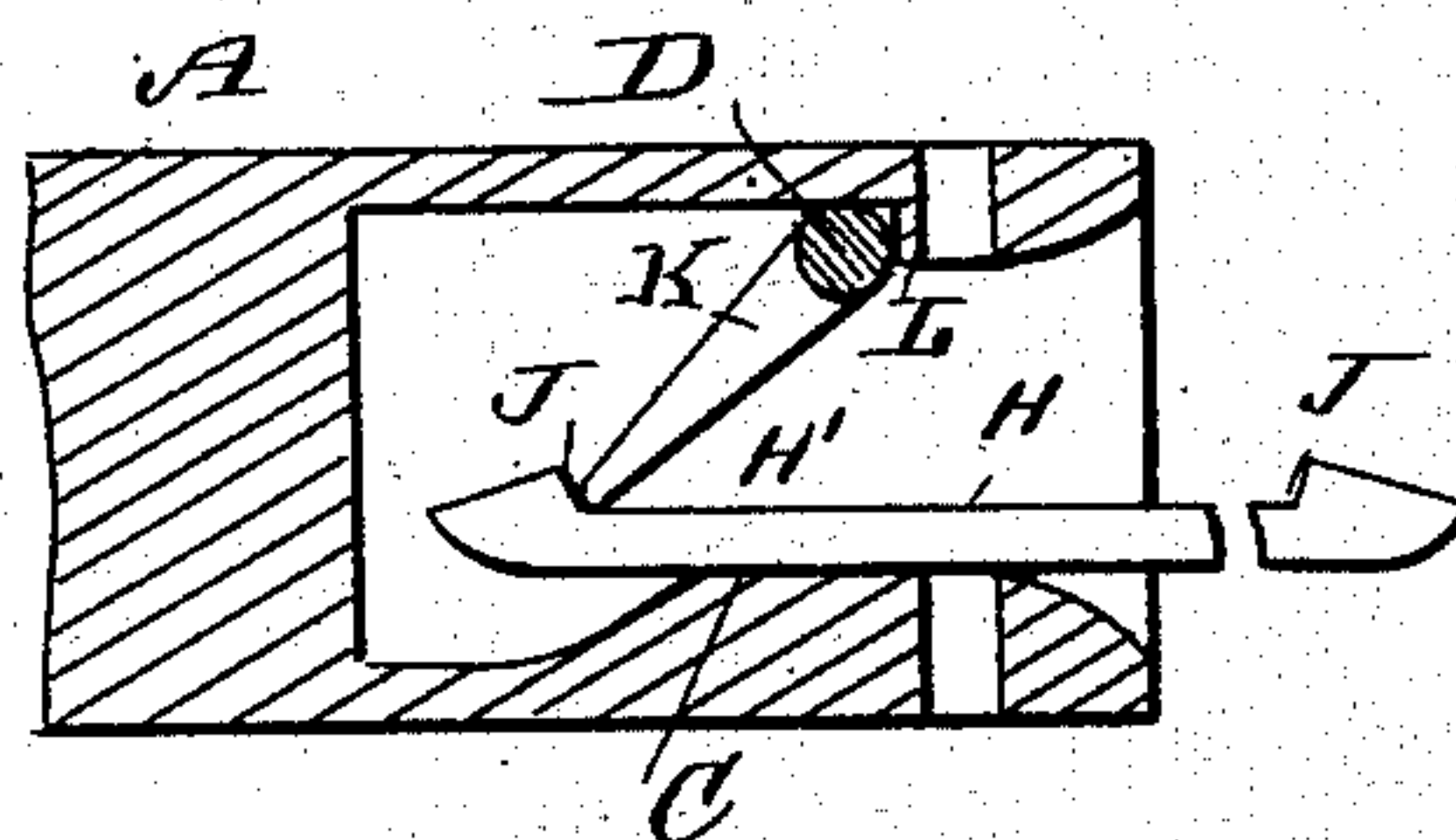
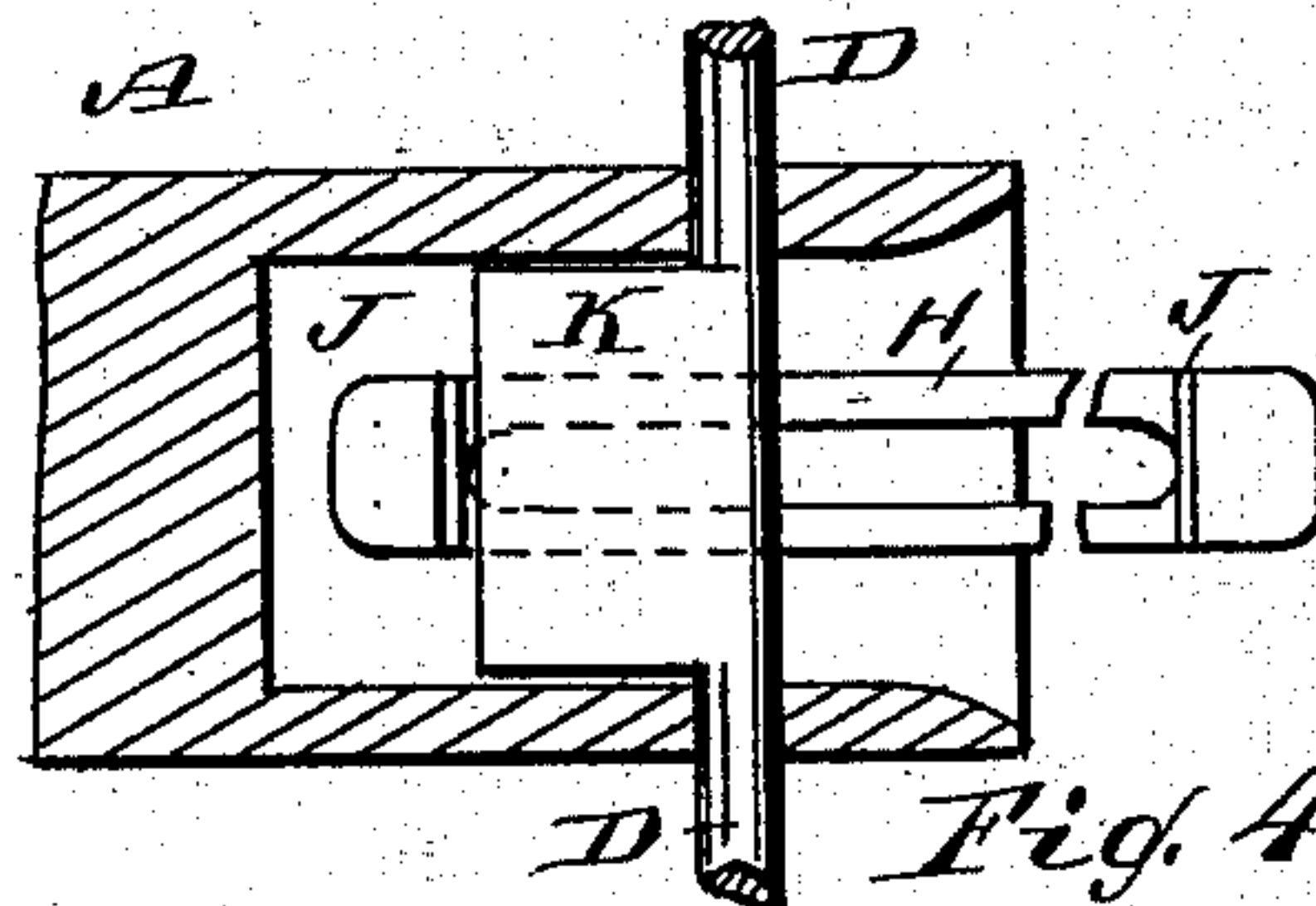


Fig. 4.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

OTTO C. MEUSEBACH, OF MARION, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 325,851, dated September 8, 1885.

Application filed June 23, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, OTTO C. MEUSEBACH, of Marion, in the county of Guadalupe and State of Texas, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

My invention relates to improvements in that class of car-couplings in which the link is held in the draw-head by a tongue engaging the link; and it consists in the peculiar construction and arrangement of parts, as hereinafter fully described, and pointed out in the claim.

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

Figure 1 is an end view of a car provided with my improved coupler. Fig. 2 is a side view of the end part of the car. Fig. 3 is an enlarged longitudinal sectional view of the draw-head. Fig. 4 is an enlarged sectional plan view of the same.

The draw-head A is held on the under side of the car B at one end, and is provided with a raised part, C, on the bottom of its cavity. A shaft, D, passed transversely through the draw-head A, has its ends passed through guards or guides I at the sides of the car, and the ends of the shaft D are bent rectangularly and provided with weights or balls E. One bent end of the said shaft D is connected by a rod, F, with a lever, G, pivoted on the roof of the car.

The coupling-link H has both ends beveled from both sides, and has a recess, H', in the top, whereby the two shoulders or offsets J are formed.

A tongue, K, of the width of the draw-head, is formed on the shaft D within the draw-head, and is preferably tapered toward its free end.

The shaft D is journaled behind a shoulder, L, in the top of the cavity of the draw-head.

The link H is also slotted, so that it can be used with the ordinary pin.

The operation is as follows: The weights E on the bent ends of the shaft D tend to swing the tongue K down in the draw-head, and to press it upon the link H on the bottom of the draw-head, as shown in Fig. 3. The rear offset or shoulder, J, engages with the end of the tongue K, thus preventing withdrawing the link from the draw-head.

To uncouple, the shaft D is turned from the side or roof of the car in such a manner as to swing the free or swinging end of the tongue K upward and toward the rear, thus permitting of withdrawing the link. The entering link strikes the tongue K, swings the same upward and toward the rear, and passes under it, and then the end of the tongue catches on the shoulder or offset J, and thus the link is held.

When the tongue K is swung up and back, the rear end of the link can swing into the cavity behind the raised part C. As the shaft D rests against the shoulder L on the top of the draw-head, the strain is taken up by the draw-head.

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

The combination, with the draw-head A, having the raised portion C in the bottom of its cavity, of the shaft D, journaled in the draw-head and extending to the sides of the car, and provided with the tongue K, of the same width as the cavity of the draw-head, and having its ends bent and provided with weights E, the lever G, pivoted on the top of the car, and the rod F, connected to said lever and one bent end of the said shaft, substantially as herein shown and described.

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Witnesses:

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