

(No Model.)

2 Sheets—Sheet 1.

W. MLICKO.

CAR COUPLING.

No. 350,383.

Patented Oct. 5, 1886.

Fig. 1.

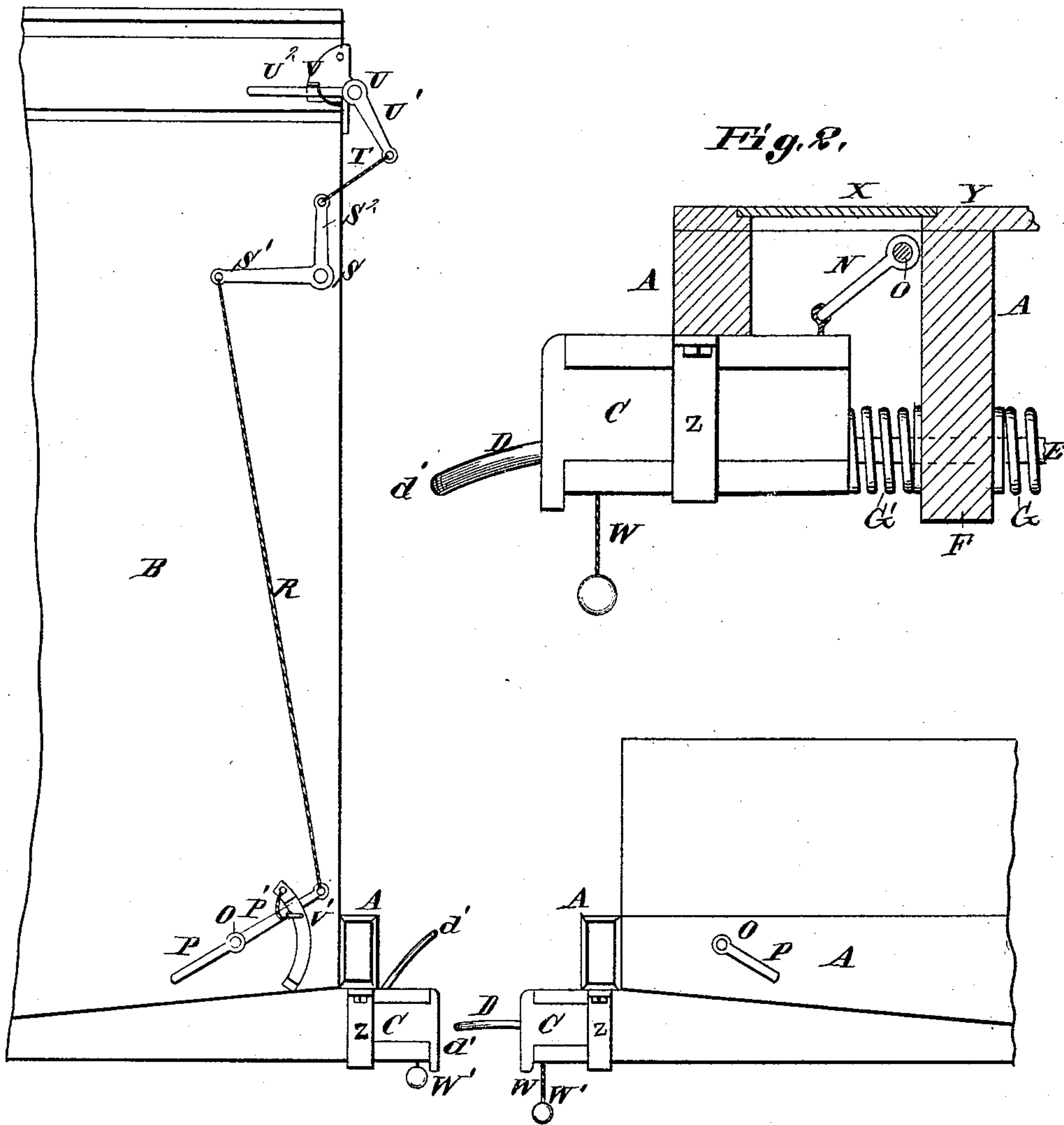
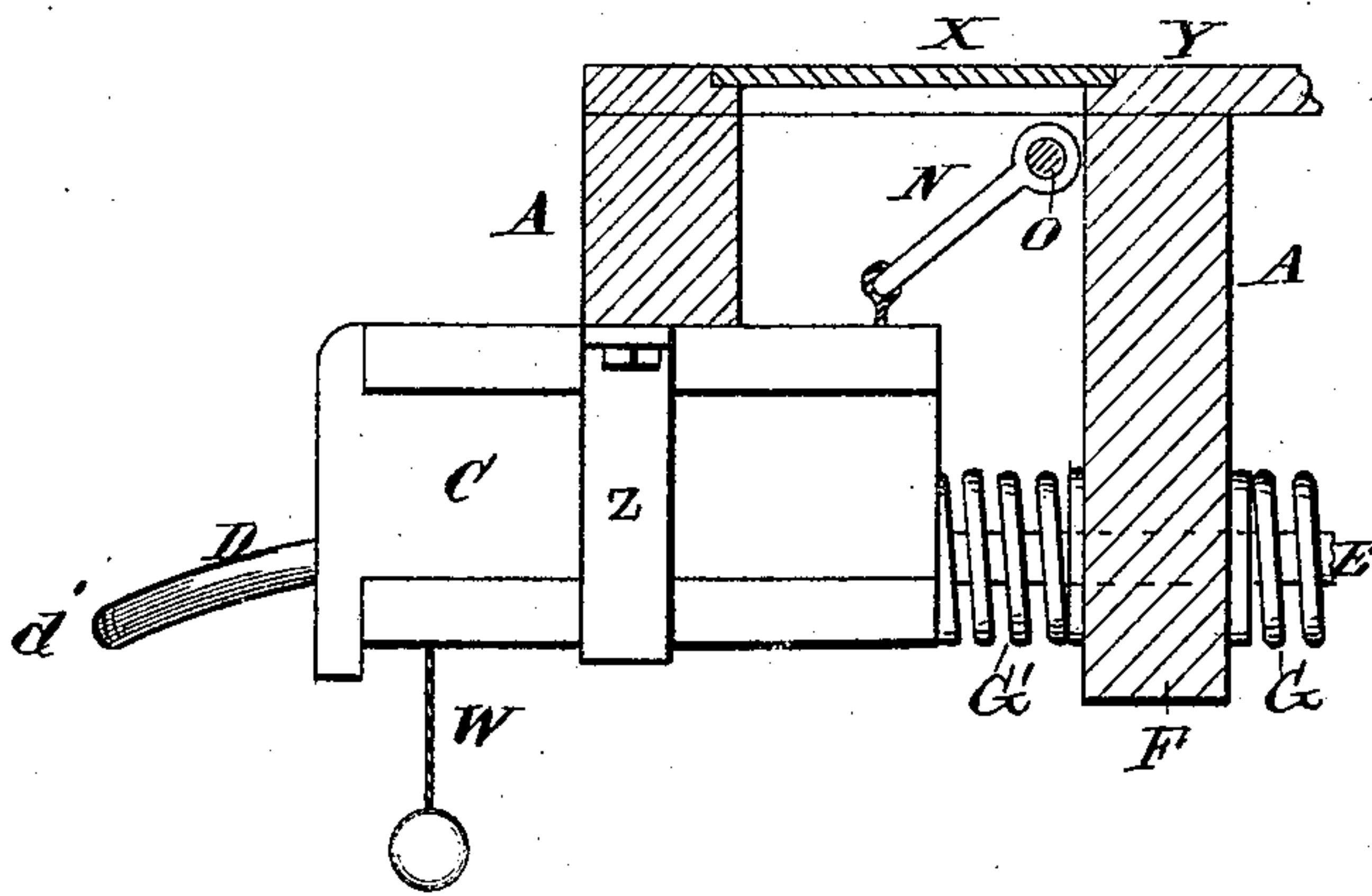


Fig. 2.



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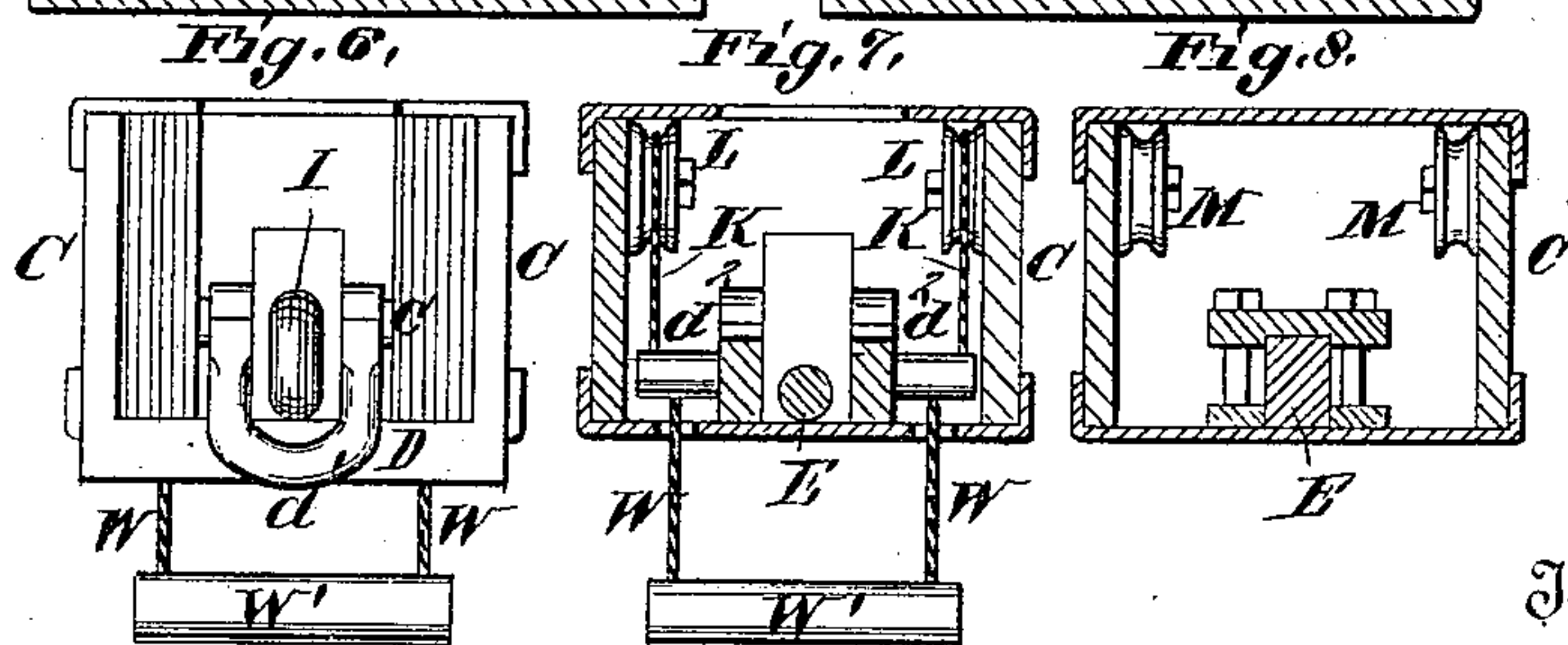
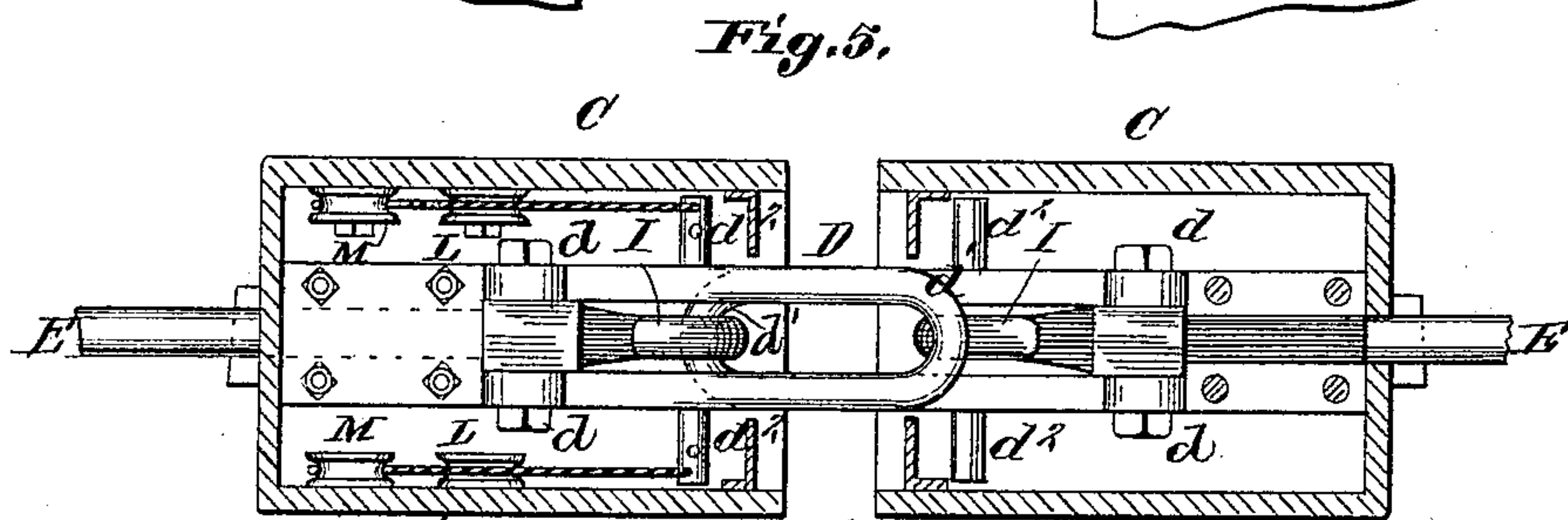
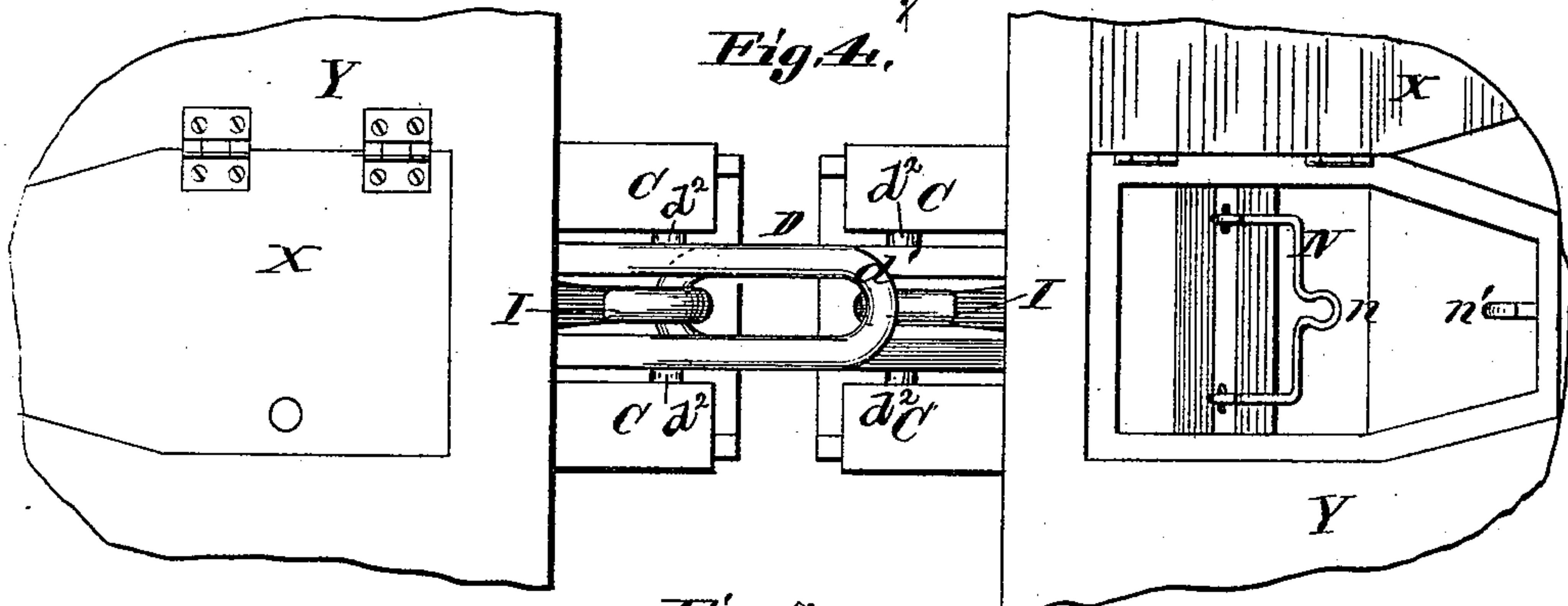
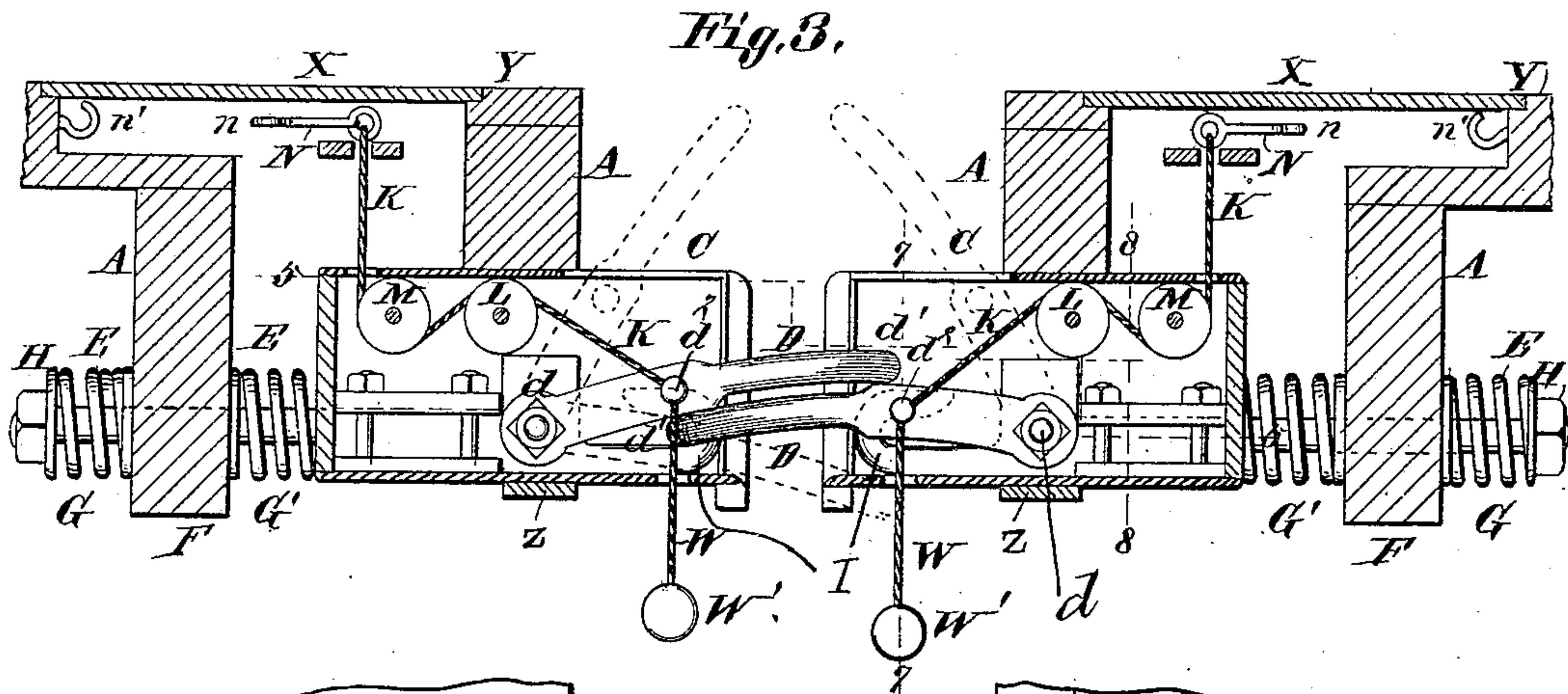
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2 Sheets—Sheet 2.

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UNITED STATES PATENT OFFICE.

WENZEL MLICKO, OF ST. LOUIS, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 350,383, dated October 5, 1886

Application filed August 7, 1886. Serial No. 210,333. (No model.)

To all whom it may concern:

Be it known that I, WENZEL MLICKO, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a side view showing the improvement applied to a box-car and flat-car. Fig. 2 is a longitudinal section, showing one of the draw-heads in side view. Fig. 3 is a longitudinal section. Fig. 4 is a top view. Fig. 5 is a horizontal section at 5 5, Fig. 3. Fig. 6 is an end view of one of the draw-heads. Fig. 7 is a vertical transverse section at 7 7, Fig. 3. Fig. 8 is a transverse section at 8 8, Fig. 3.

A is the frame of a car-body, and B, Fig. 2, the box or body proper of a box-car.

C is the draw-head, in which the coupling devices are contained, except that the prominent part of the link D projects beyond the head.

E is the draw-bar, which may have any suitable construction and be secured to the head in any suitable manner. It is shown passing through a cross-timber, F, with a spiral spring, G G', on the shank each side of the timber, the springs bearing against the timber F and bearing against the head C and the nut or collar H at the end of the bar. The draw-bar ends at front in an upturned hook, I. The ends of the link D are hinged to the draw-bar at d , so that the loop d' may be swung up or down to disengage it from or engage it upon the hook I of the draw-bar of the other car. At the sides of the link are studs d^2 , to which are attached chains K, which pass over pulleys L and beneath pulleys M, and then upward to the arm N of a rock-shaft, O, in case of a box-car or flat-car, as shown in Figs. 1 and 2. On the rock-shaft is an arm or handle, P, by which the shaft may be turned to lift the link. In case of a box-car (see Fig. 1) the shaft O has an arm, P', connected by a chain, R, to the arm S', a bell-crank lever, S, whose other arm, S², is connected by a chain, T, to the arm U', and a bell-crank, U, having an arm, U², to which the hand may be applied to lift the link in the position shown. When

the parts are in this position, they may be retained in such position by the pin V or V' engaging the arm U² or P.

From the studs d^2 descend chains or links W, on which is suspended a weight, W', which tends to hold the link J down, so that the link always gravitates to this its normal position when not held up by force. When the cars are coupled together, one of the links engages the hook I of the other draw-head, the other link and hook being, for the time, out of use.

X is a trap-door in the car-floor Y of the box or flat car or the platform Y of a passenger-car, as the case may be, by which access may be had to the chains K, by which the link is raised.

The head C is made with detachable top and side plates to allow access to the parts within.

In a passenger-car the chains K are attached to the ends of a bail, N, which has an eye, n , that may be engaged on the hook n' to hold the coupling-link in its upper position.

Z is a supporting strap-bracket of the draw-head.

I claim as my invention—

1. The combination of the draw-head C, the draw-bar E, having a hook, I, located within the draw-head, and a link, D, hinged to the draw-bar and projecting beyond the draw-head, substantially as shown and described.

2. The combination of the draw-head C, the draw-bar E, having a hook, I, the pulleys L and M within the draw-head, a link, D, hinged to the draw-bar, and a chain, K, connected to the link within the draw-head, extending over the pulley L, under the pulley M, and provided with a device for operating the cord, substantially as described.

3. The combination of a draw-head, a draw-bar having a hook, a link hinged to the draw-bar, having studs d^2 , suspension device W, having a weight, W', and a lifting-chain secured to the link, substantially as shown and described.

4. The combination of link D, chain K, arm N, shaft O, handle P, arm P', chain R, and levers S and U, substantially as set forth.

WENZEL MLICKO.

In presence of—

JOS. WAHLE,

EDW. S. KNIGHT.