

(No Model.)

F. ZEDLER.

CAR COUPLING.

No. 359,047.

Patented Mar. 8, 1887.

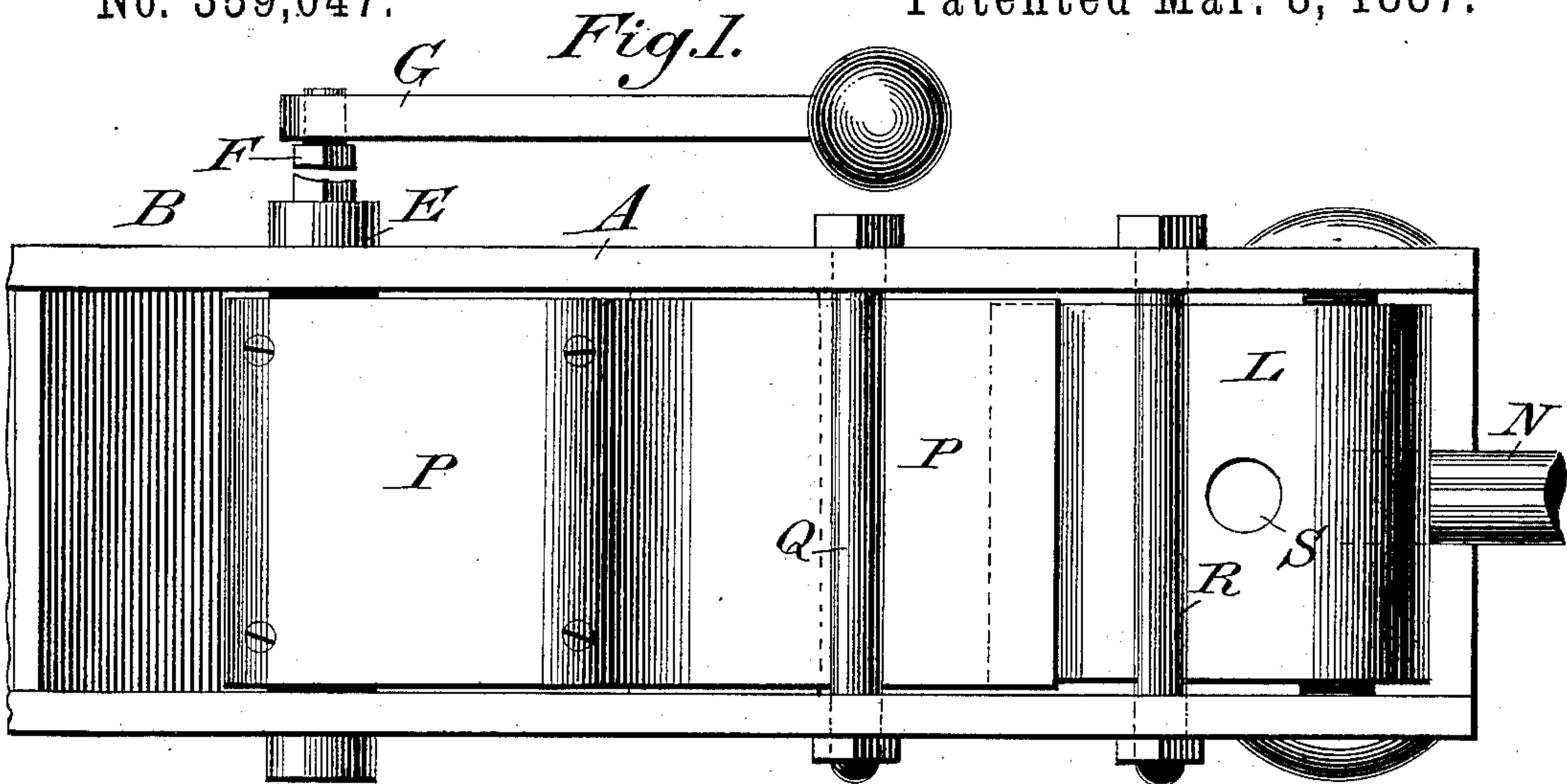


Fig. 2.

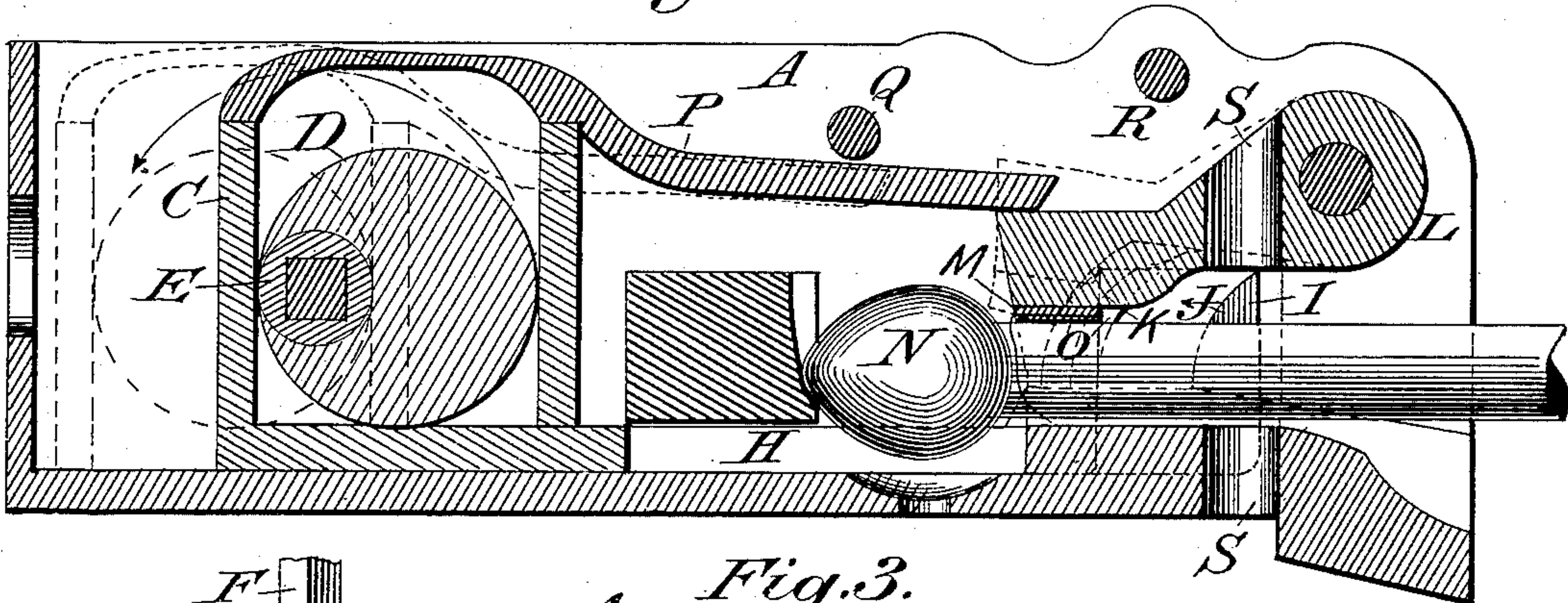
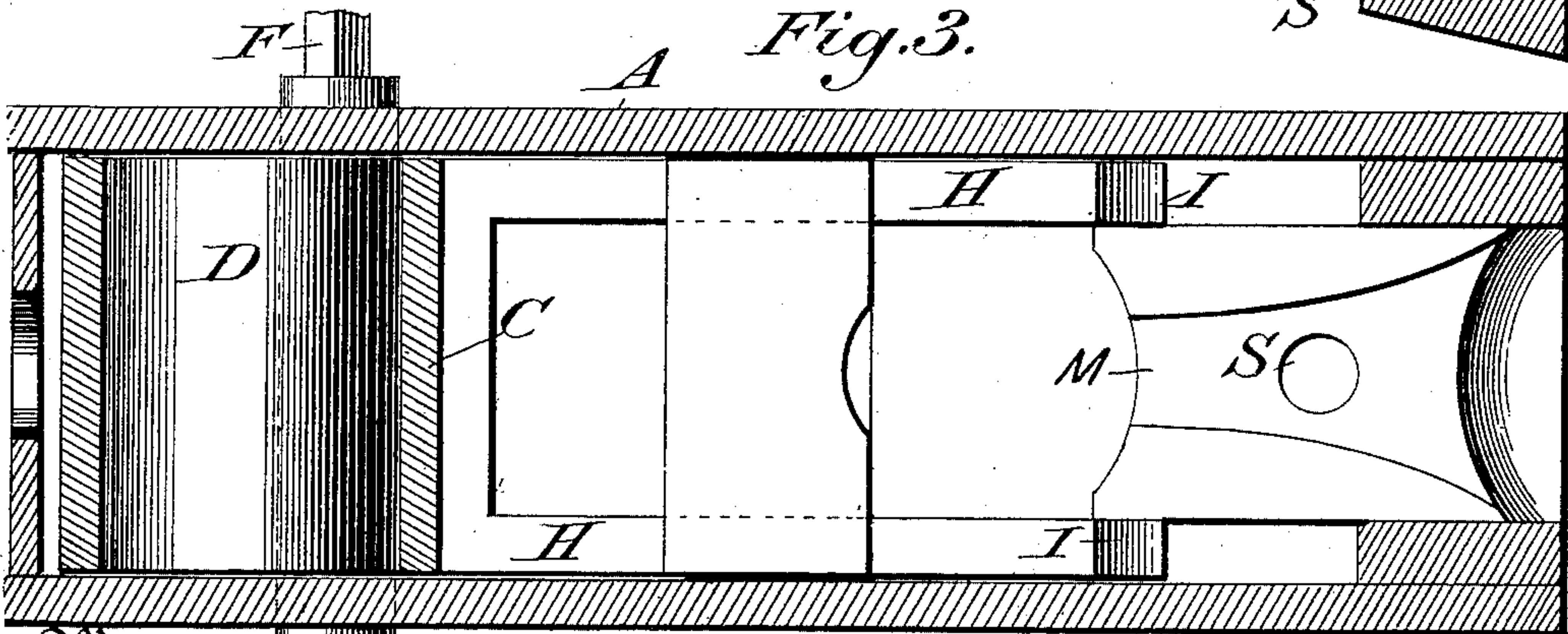


Fig. 3.



Witnesses

Inventor

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UNITED STATES PATENT OFFICE.

FRIDRICK ZEDLER, OF LULING, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 359,047, dated March 8, 1887.

Application filed December 7, 1886. Serial No. 220,917. (No model.)

To all whom it may concern:

Be it known that I, FRIDRICK ZEDLER, of Luling, in the county of Caldwell and State of Texas, have invented certain new and useful
5 Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

10 My invention relates to an improvement in car-couplings, the object of the same being to provide a car-coupler of improved construction, and by means of which cars may be conveniently coupled from the sides thereof,
15 whereby the necessity of entering between the cars is avoided.

A further object is to provide a coupler of the above character which shall be simple in construction and operation and durable and
20 efficient in use.

With these ends in view my invention consists in the certain features of construction and combinations of parts, as will be hereinafter fully described, and pointed out in the claims.

25 In the accompanying drawings, Figure 1 is a top plan view of my invention. Fig. 2 is a longitudinal sectional view, and Fig. 3 is a horizontal sectional view.

A represents the hollow draw-bar, secured
30 to a car in the usual manner at the end B. The draw-bar is hollow, as shown, for the purpose of accommodating the various mechanical parts, hereinafter described.

C is a sliding box, in which is situated the
35 eccentric D, having its bearings in either side of the bar. The shaft E of the eccentric is preferably formed with a square opening through its center, in which is fitted the rod F, to the outer end of which is secured the
40 lever G, by means of which the eccentric is actuated. If preferred, the lever may be connected to the eccentric in any other desired manner.

The box C is provided with the arms H, secured to the bottom thereof or formed integral therewith, the free ends of which are provided with the vertical fingers I, having the convex curve J, adapted to engage the concaved recesses K, formed in each side of the locking-
50 jaw L, which is pivoted or hinged to the bar, as shown. The bottom of the bar is cut away,

as shown at M, in order to admit freely the entrance of the headed rod N. The jaw L is provided with the recess O in the center thereof, adapted to accommodate one end of the rod N
55 and hold the same against a too free movement.

To the top of the box C is secured the locking-plate P, the same being slightly curved at the point immediately over the eccentric. The
60 forward end of the plate passes under the rod Q, which serves to hold the same against displacement, the rod R performing a similar service for the jaw L. The jaw and the bottom of the bar are provided with holes S,
65 through which may be passed a pin in case a link is used instead of a rod.

Having described the construction of my invention, its operation is as follows: The rod N is placed in the mouth of the draw-bar C,
70 being held therein by means of the jaw L. The lever G is then shoved forward, turning the eccentric, and moving the arms H forward causes the fingers to recede toward the rear of the jaw, thereby lowering the jaw upon the
75 rod. Simultaneously with the movement of the arms the locking-plate P moves forward and overlaps the free end of the jaw L, thereby securely locking the jaw against movement
80 and the rod in place.

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

1. In a car coupler, the combination, with a draw-bar, a sliding box, a movable eccentric
85 secured therein, a coupling-rod, and a pivoted locking-jaw, of a locking-plate secured to said box and adapted to lock the jaw against movement, substantially as set forth.

2. In a car-coupler, the combination, with a
90 draw-bar, a locking-jaw secured thereto, and a coupling-rod, of a sliding box having an eccentric located therein, and arms connected with said box, whereby the jaw is raised and lowered, substantially as set forth. 95

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

FRIDRICK ZEDLER.

Witnesses:

BERTHOLD ZEDLER,
ERNST WOLFF.