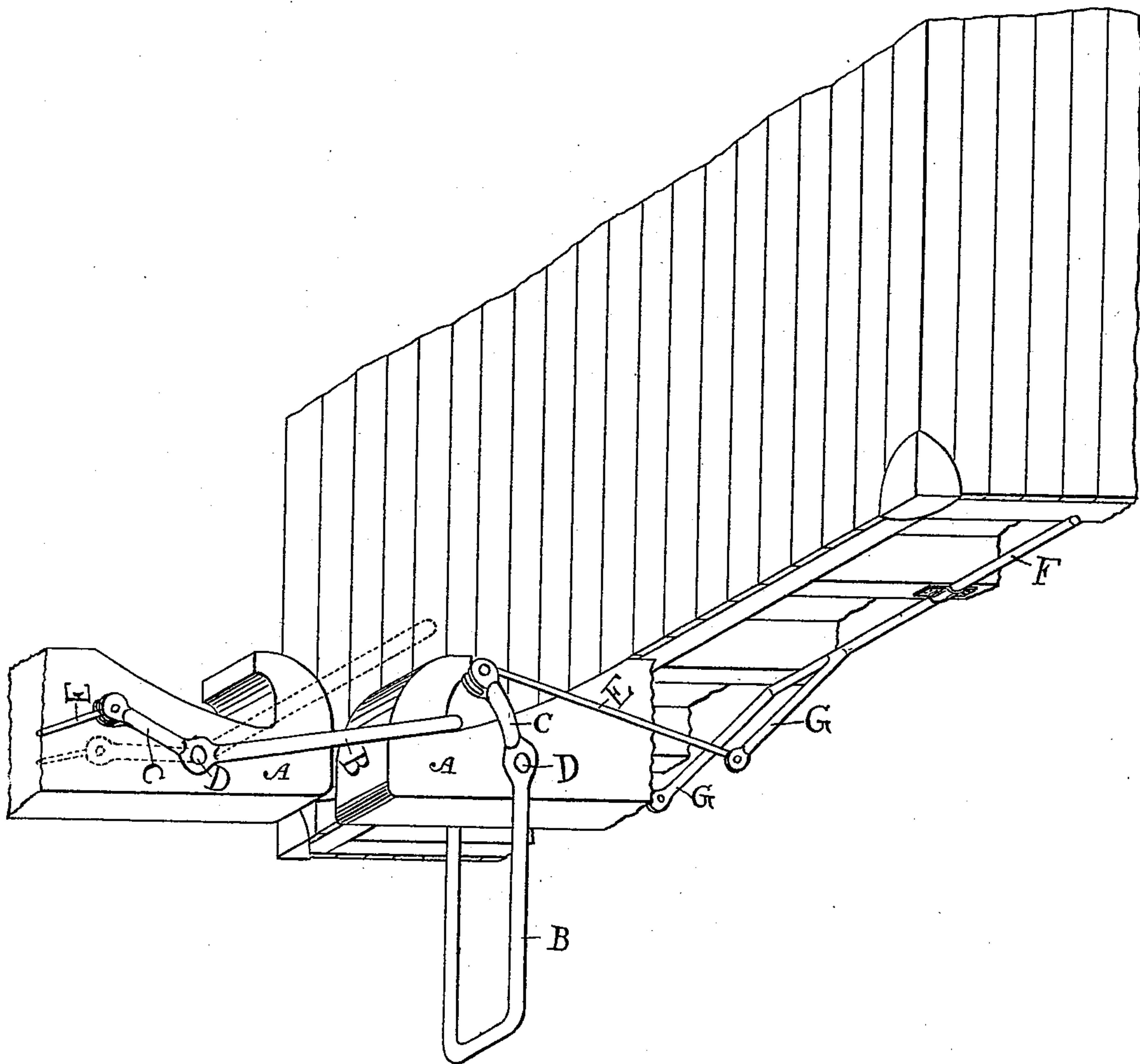


(No Model.)

J. GRAUVOGL.
CAR COUPLING.

No. 516,680.

Patented Mar. 20, 1894.



WITNESSES:

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JOSEPH GRAUVOGL, OF PLAIN, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 516,680, dated March 20, 1894.

Application filed February 27, 1893. Serial No. 463,928. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH GRAUVOGL, a citizen of the United States, residing at Plain, in the county of Sauk and State of Wisconsin, have invented a certain new and useful Improvement in Railroad-Car Couplers, of which the following is a specification.

My invention relates to improvements in railroad car couplers, and the objects of my improvement are first, to promote and provide for the coupling and uncoupling of cars satisfactorily, expeditiously and safely without the danger to loss of life and limb encountered by going between the ends of cars and over or between the tracks in order to couple and uncouple cars, and to reduce to a minimum the loss of life, limb and property occasioned by the expeditious uncoupling of cars while a train is in motion; second, to provide a suitable machine or mechanism for satisfactorily, expeditiously and safely coupling and uncoupling cars to accomplish the ends and purposes above mentioned.

The accompanying drawing is an isometric projection showing the bottom and end of a railroad car with the device in position.

A, is the buffer of a car having the proper shape for the operation of this device.

B. is a coupling link having two extensions C. and fastened to the buffer by pin D.; and connected with extensions C are two rods E., which in turn are connected with the crank F. by means of its two arms G.; F. is securely fastened to the bottom of the car by bearings to allow the necessary rotary motion.

The operation of the device or mechanism is performed as follows: By suitable means a

rotary motion is imparted to the crank which raises and lowers the link and allows it to be dropped into or raised out of a notch in the buffer; and the device or mechanism can be operated and cars coupled together and securely locked, or unlocked, by suitable device for the transmission of power from any portion of the car or train or any position adjacent thereto, and by its operation the coupling and uncoupling of cars can be accomplished with the greatest possible dispatch and with the minimum of danger to loss of life and limb and property; and further the device may be easily and simply attached to existing cars at small expense, its parts being few in number, simple and substantial, and unlikely to get out of repair.

I claim for this invention the following:

In a car coupler the combination of a buffer having the curved hook on upper surface A. a coupling link B. with two slightly curved rigid extensions C. fastened to the buffer by pin D. as an axis, two rods E. connected by pin with extremity of extensions C. rods E. connected with crank F. by means of its rigid arms G. and with crank F. parallel with and near the end of car, securely fastened to the bottom of the car by bearings to allow the necessary rotary motion as indicated in the drawing, and substantially as specified.

Dated at Madison, Wisconsin, February 16, 1893.

JOSEPH GRAUVOGL.

In presence of—

J. C. HARPER,
SADIE STORM.