

No. 612,208.

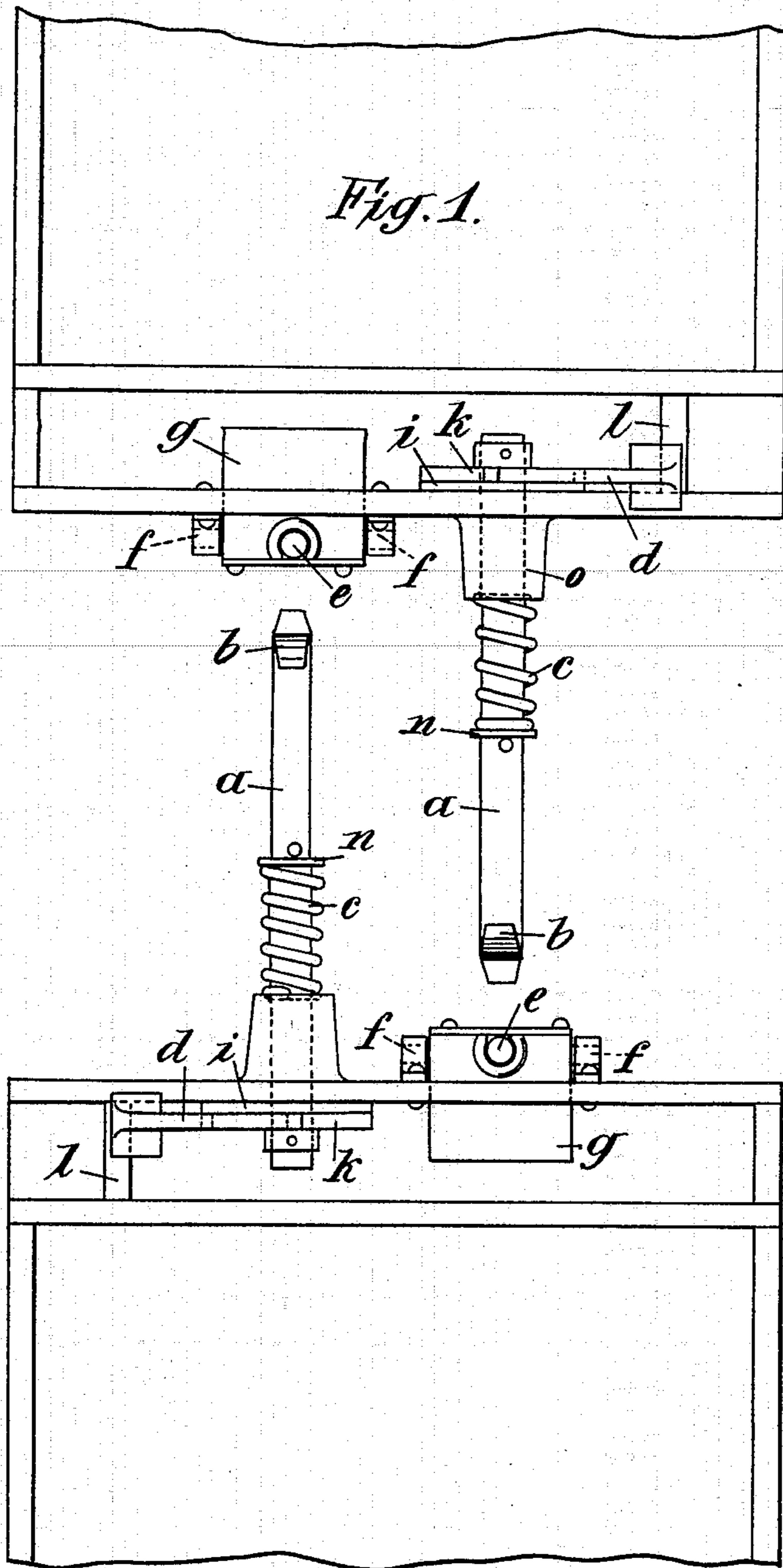
Patented Oct. 11, 1898.

I. KOHLER.
AUTOMATIC RAILWAY CAR COUPLING.

(Application filed Mar. 18, 1898.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:
E. R. Bolton.
O. R. R. R.

Inventor:
Ignaty Kohler
By Richards
his Attorneys.

No. 612,208.

Patented Oct. 11, 1898.

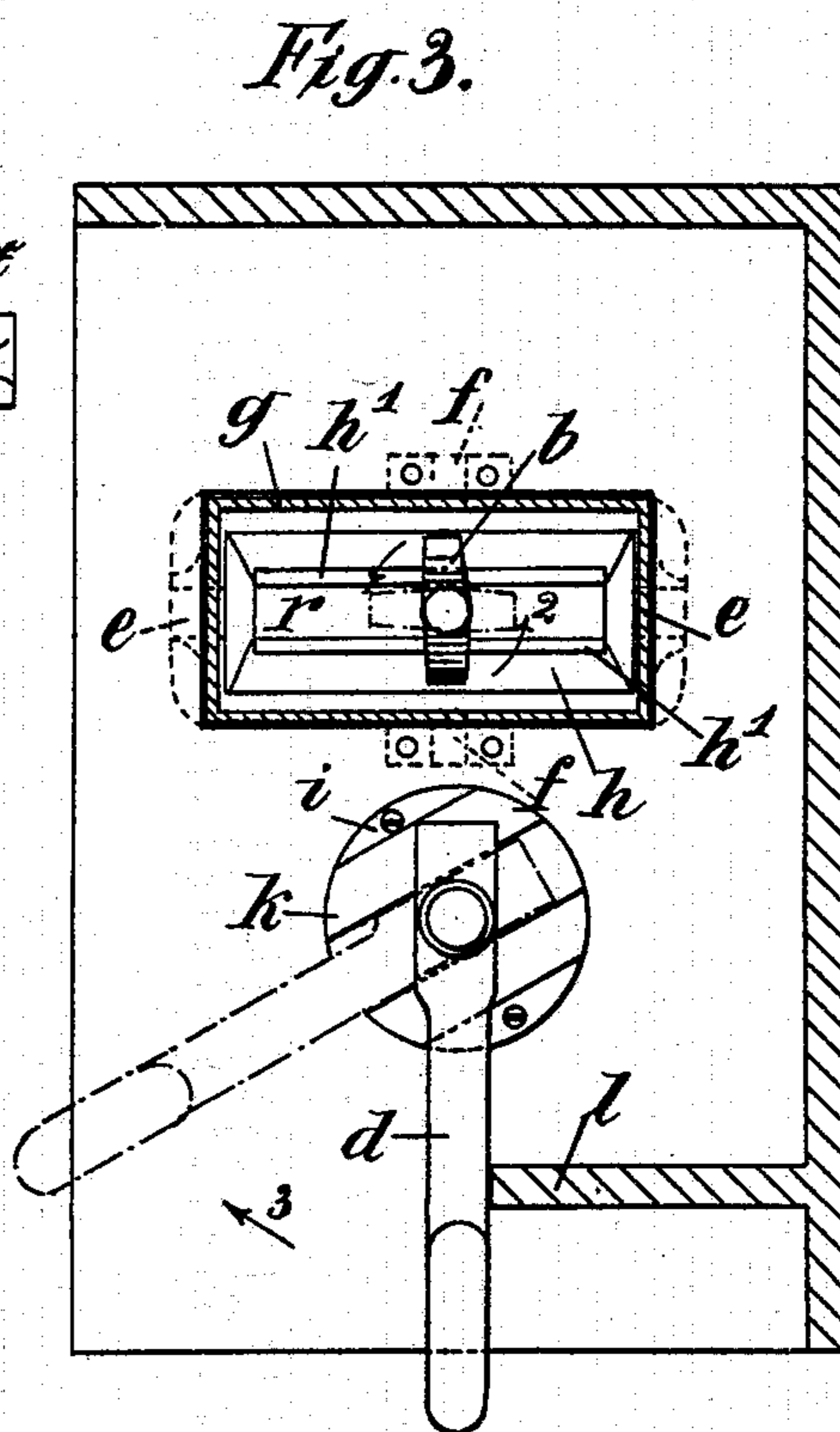
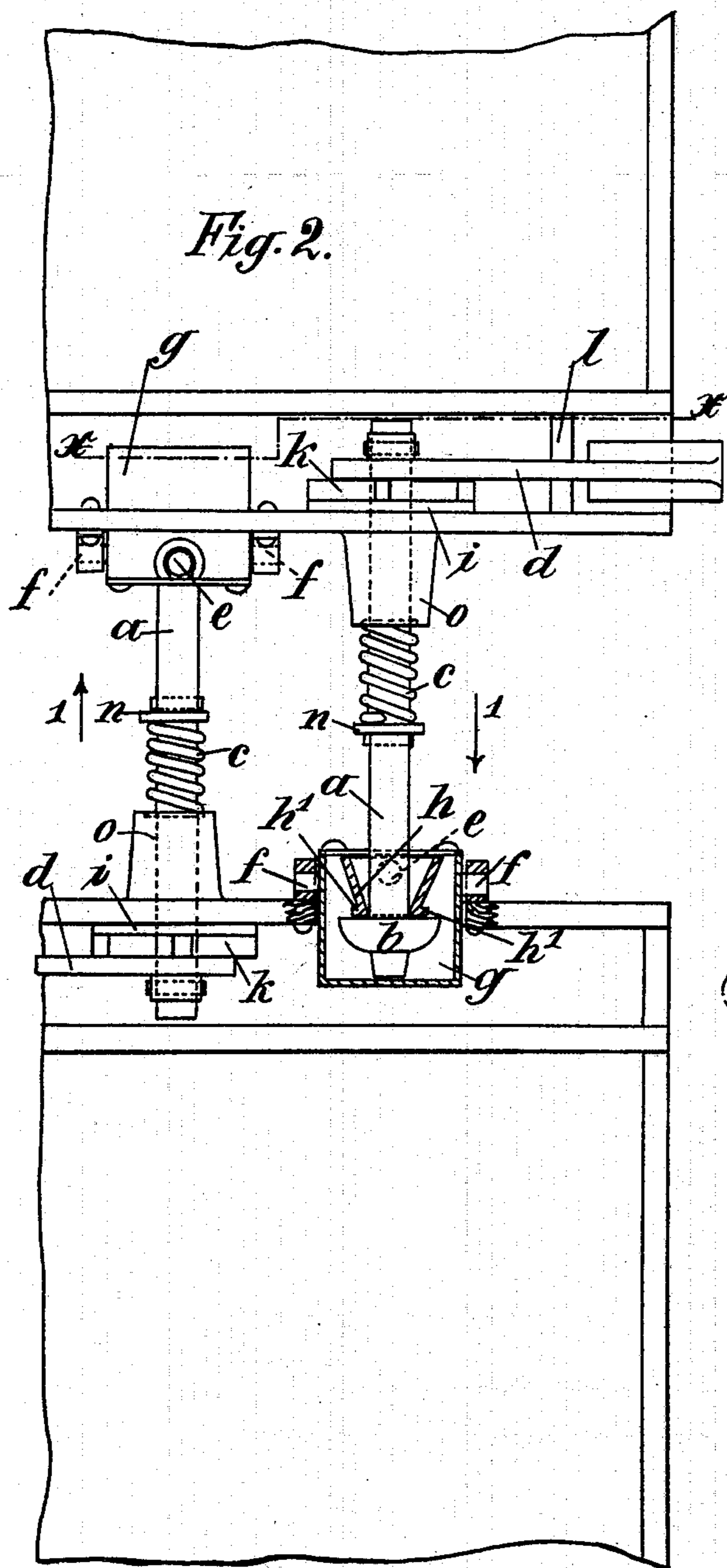
I. KOHLER.

AUTOMATIC RAILWAY CAR COUPLING.

(Application filed Mar. 18, 1898.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses:

E. B. Bolton

Odell

Inventor:

Ignaty Kohler

By

Richard

his Attorneys.

UNITED STATES PATENT OFFICE.

IGNATZ KOHLER, OF LUBECK, GERMANY.

AUTOMATIC RAILWAY-CAR COUPLING.

SPECIFICATION forming part of Letters Patent No. 612,208, dated October 11, 1898.

Application filed March 18, 1898. Serial No. 674,363. (No model.)

To all whom it may concern:

Be it known that I, IGNATZ KOHLER, engine-fitter, a citizen of Lubeck, and a resident of Augustenstrasse, 4, Lubeck, Germany, have
5 invented certain new and useful Improvements in Automatic Railway-Couplings, of which the following is a specification.

The object of my invention is a railway-coupling whose characteristic consists in automatically coupling two wagons, while the
10 disconnecting may be executed from the sides of the wagon.

My invention is illustrated in the accompanying drawings, in which—

15 Figure 1 is a plan view of the coupling device, the wagons being disconnected. Fig. 2 is the same view, the wagons being coupled. Fig. 3 is a sectional view on the line xx of Fig. 2.

20 The coupling device may be either mounted on a plate attached to the front side of the wagon or it may be partially inclosed in the wagon, as shown in the drawings.

Essentially the coupling consists of two rods
25 a , journaled in sockets o and provided on one end with a barb b and on the other end with a lever d . The rods slide in these sockets and are held in their ordinary positions by springs c , bearing on one end against the
30 socket and on the other against a ring n , fixed on the rod. The rods pass through disks i , fitted on the front wall of the wagon and provided with two guide-bars k , in which slide the levers d when the wagons are disconnected.
35

Opposite to the rods a cases are disposed on the wagons adapted to turn a little on pins f and containing other smaller cases h , pivoted on pins e , arranged at right angles to
40 the pins f and provided on their rear sides with slots r , through which enter the barbs b of the rods and which are strengthened by ledges h' .

The mode of operation of the coupling is as
45 follows: Supposing the wagons are disconnected,

as shown in Fig. 1, the levers d are placed in the guides k . By pushing together the two wagons the barbs b enter through the slots r and strike against the rear walls of the casings g , whereby the springs c are compressed. The levers d , being rigidly attached
50 to the rods a , leave their guides k and fall, due to their weight, down on the supports l , turning thereby the barbs into a horizontal position. As the slots r are vertical, the barbs
55 b thus are prevented from passing through them, and the coupling of the two wagons is accomplished. When the wagons are to be disconnected, the levers d are turned upwardly, so as to bring the barbs into their
60 vertical position and enable them thereby to pass through the slots, the rods a being brought into their ordinary position in line with the slot by the springs c . Owing to this
65 movement of the rods the levers d enter again into the guides k , and the coupling is now ready to be used again.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In railway coupling devices the combination with a spring-pressed rod a on each
70 front side of the wagon, sliding in a socket o and provided on one end with a barb b and on the other end with a lever d , of a disk i provided with guide-bars k for the lever d ,
75 substantially as described.

2. In railway coupling devices, the combination with a rod a of a pivoted casing g , a second casing h pivoted in the casing g on
80 pivots arranged at right angles to the pivots of said casing g , said casing h being provided with a slot r for the barb b of the rod a of the other wagon, substantially as described.

Signed by me, at Lubeck, this 2d day of March, 1898.

IGNATZ KOHLER.

Witnesses:

JOHS. O. GEFFCKEN,
EMIL SCHLICHTE.