

No. 840,774.

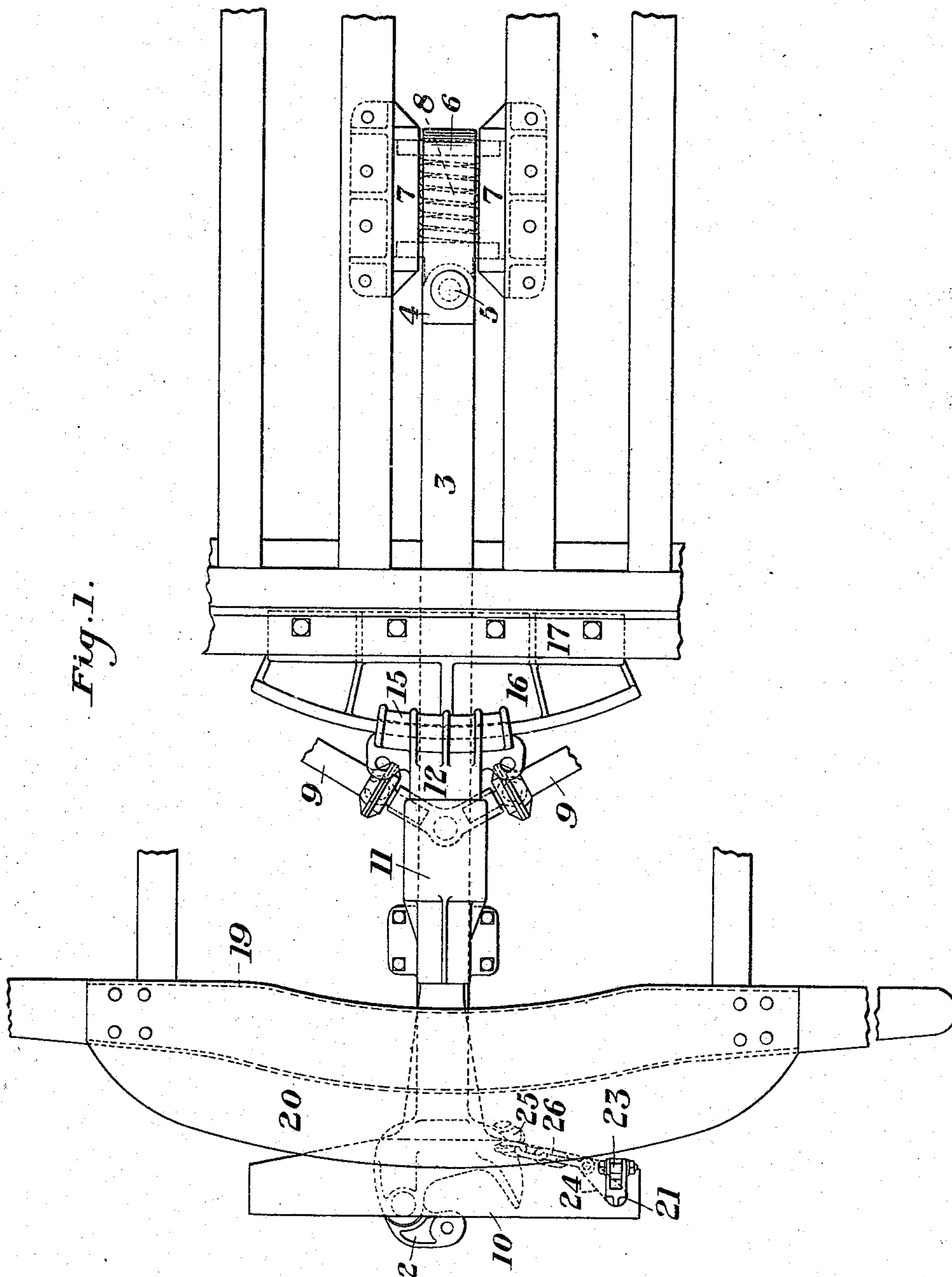
PATENTED JAN. 8, 1907.

H. T. KRAKAU.

# UNCOUPLING MECHANISM FOR RAILWAY CARS.

APPLICATION FILED MAR. 29, 1906.

2 SHEETS—SHEET 1.



**WITNESSES**

R. A. Baldwin.  
Warren W. Swartz

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W. T. Kraken  
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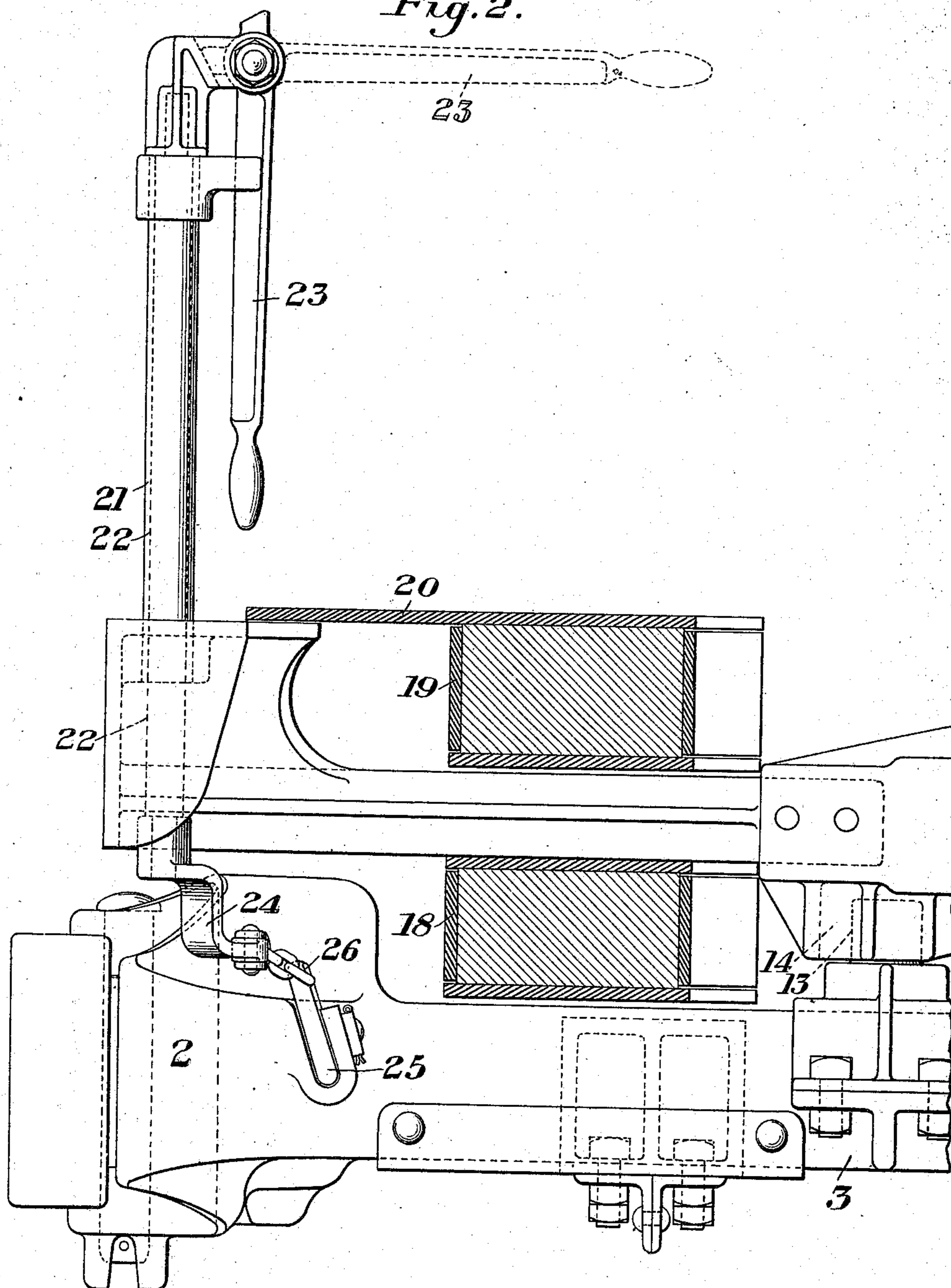
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2 SHEETS--SHEET 2.

*Fig. 2.*



**WITNESSES**

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**INVENTOR**

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H. T. Graham  
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# UNITED STATES PATENT OFFICE.

HARRY T. KRAKAU, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

## UNCOUPLING MECHANISM FOR RAILWAY-CARS.

No. 840,774.

Specification of Letters Patent.

Patented Jan. 8, 1907.

Original application filed November 17, 1905, Serial No. 287,864. Divided and this application filed March 29, 1906. Serial No. 308,682.

*To all whom it may concern:*

Be it known that I, HARRY T. KRAKAU, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Uncoupling Mechanism for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view, partly broken away, showing my invention applied to a swinging draft-gear and buffer; and Fig. 2 is a side elevation, partly in section, showing a portion of the same on a larger scale.

My invention has relation to uncoupling mechanism for railway-cars, and is more particularly useful in connection with cars having a swinging draft-gear and buffer of the character described and claimed in my application for patent, Serial No. 287,864, filed November 17, 1905, of which the present application is a division, although it may be used in connection with other forms of draft-gear and buffing mechanism.

The object of my invention is to provide simple and convenient means for operating the coupler-lock mechanism in all positions of the swinging coupler and buffer in their lateral travel; and it consists, broadly, in a swinging draft-gear and buffer having a coupler-operating shaft mounted on the buffer.

The invention also consists in certain novel features of construction, arrangement, and combination of parts, all substantially as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, 2 designates the coupler-head, which has a long rear extension preferably made in the form of a shank 3, which terminates at its rear end in a socket portion 4 for a vertical pivot-pin 5. The socket portion 4 is arranged within a yoke 6, to which it is connected by the pivot 5, and this yoke is shown as mounted between draft-irons 7. Suitable follower and spring mechanism 8 are placed within the yoke 6. When the car is in service, the coupler and its shank turn radially on the axis of the pin 5, being guided by any suitable means, such as the guiding-rods 9, portions of which I have shown in Fig. 1.

The drawings show the application of my invention to passenger-cars, and platform-buffers are therefore provided and arranged to move laterally with the coupler-shank and to be maintained in engagement therewith in all positions of the car. In the construction illustrated this platform-buffer consists of a forward part or face-piece 10, which is secured to a front buffer-spring case 11 of any suitable construction and which is telescopically fitted over a rear buffer-spring case 12, any suitable arrangement of buffing-springs (not shown) being set in these cases. The buffer is engaged with the coupler-shank, so as to have an independent relative longitudinal motion and also to move laterally therewith by any suitable connection, such as the pin 13 on the coupler-shank engaging an inverted and elongated socket 14 on the buffer-spring case 11.

The rear buffer-case 12 is shown as having a curved and flanged end portion 15, which fits upon a correspondingly-curved segment 16, whose curvature is such that its center is substantially coincident with the pivotal axis of the coupler-shank. This segment is secured to the end sill 17 or other part of the car-frame.

18 designates a carry-iron for the buffer, and 19 is a platform-timber, to which is secured a cover-plate 20, which serves as an apron to cover the gap between the top of the buffer and the platform and upon which the passengers may step as they pass from one car to another.

For the purpose of operating the lock of the coupler I employ a hollow post 21, which is mounted on the front buffer-section 10 and has a vertical shaft 22 extending through it. To the upper end of this shaft is connected an operating-lever 23 and its lower end is formed with a crank 24, which is connected to the coupler-lock mechanism 25 by means of a chain 26 or other suitable connection. The uncoupling device being thus mounted upon and movable with the buffer is always in proper position for successful operation in all positions of the buffer throughout its lateral travel. In this manner I overcome the difficulty which has heretofore existed of satisfactorily actuating the uncoupling mechanism in different positions of the cars.

What I claim is—

1. A swinging draft-gear and buffer having a coupler-operating shaft mounted on the buffer.
- 5 2. The combination of a laterally-swinging draft-gear and a floating buffer, of a coupler-operating shaft mounted on the buffer.
3. A swinging draft-gear, a buffer engaged by the draft-gear to move laterally therewith,  
10 a curved rear bearing for the buffer, and a coupler - operating device mounted on the buffer; substantially as described.
4. A swinging draft-gear, a floating buffer movable laterally with the draft-gear, a vertical shaft mounted on the buffer, means for  
15 operating the shaft, and a connection between the shaft and the coupler-lock mechanism.
5. A laterally-swinging draft-gear and buf-

fer, a hollow post mounted on the buffer, a shaft extending through said post, means for 20 operating the shaft, and a connection between the shaft and the coupler-lock mechanism.

6. The combination of a laterally-swinging draft-gear, a laterally-swinging buffer engaged by the draft-gear and movable laterally therewith, a relatively fixed curved segment forming a rear bearing for the buffer, and a coupler-operating device mounted on 25 the buffer. 30

In testimony whereof I have hereunto set my hand.

HARRY T. KRAKAU.

Witnesses:

A. H. LEWIS,  
HARRY E. ORR.