

(No Model.)

C. LEISCHER.
CAR COUPLING.

No. 488,078.

Patented Dec. 13, 1892.

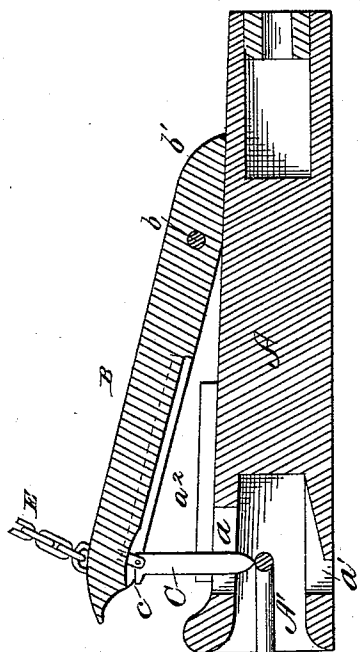


Fig. 1.

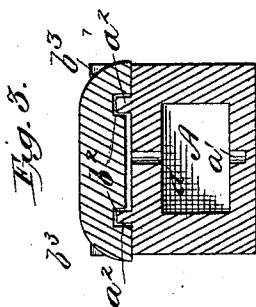
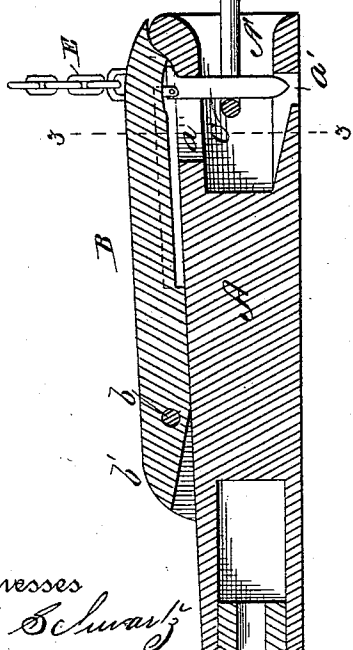


Fig. 3.

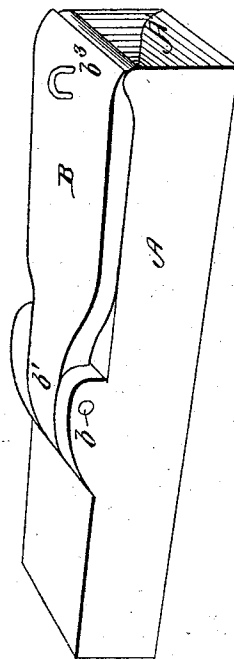


Fig. 4.

Witnesses
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CHARLES LEISCHER, OF EAST PIERRE, SOUTH DAKOTA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 488,078, dated December 13, 1892.

Application filed August 2, 1892. Serial No. 441,990. (No model.)

To all whom it may concern:

Be it known that I, CHARLES LEISCHER, a citizen of the United States, residing at East Pierre, in the county of Hughes and State of South Dakota, have invented certain new and useful Improvements in Car-Couplers; 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.

This invention relates to car-couplings; and its object is to make the same automatic—that is to say, to produce the coupling by the simple introduction of the link, extending out from one of the draw-heads on one car into the other car when the cars are pushed together. It has for its object, moreover, to so construct the parts that the rain and water will be shed off from the interior of the draw-heads, and thus protect the interior mechanism of the coupler against corrosion and other injurious actions.

For this purpose my invention consists in the features and combination of parts herein-after set forth and covered in the claims.

In the drawings accompanying this specification, Figure 1 represents a vertical longitudinal central section of a coupler embodying my invention. Fig. 2 represents a perspective view of one of the draw-bars; and Fig. 3 a transverse vertical section on line 3 3, Fig. 1.

By referring to the drawings it will be noted that the draw-bars A A, which are of any ordinary or suitable construction and which may be attached to the cars in the usual way, are provided with the usual draw-heads having a bell-shaped mouth A', and are, moreover, formed with the vertical transverse slots a a' in the top and bottom of the draw-bars, respectively. Each draw-bar is provided at its top with a yoke B, pivoted at its rear at b , and having a rearward extension b' , whereby its yoke is adapted to swing upwardly in a vertical plane, the upward motion being limited by the rear extension b' . A coupling-pin C is pivoted to and depends from the front end

of each yoke B at its under side and is provided with a lug c , extending forwardly and limiting the motion of the pin in a forward direction by bearing against the under side of yoke B. This coupling-pin C in the normal position of the parts extends downwardly through both slots a and a' , as shown at the left side of Fig. 1, and thus serves to lock the coupling-link D in position. The upper surface of each draw-bar is provided with two retaining-ribs a^2 a^2 , with which two corresponding longitudinal grooves b^2 b^2 on the under side of the yoke B are adapted to engage, as best shown in Fig. 3, and thereby prevent any lateral play of the yoke, whereby damage to the mechanism may result.

The yoke B extends entirely over the upper side of the forward part of the draw-bar A, and is preferably beveled off at the sides and front, as shown at b^3 , so as to shed the water and prevent its access to the interior of the draw-bar and consequent damage to the operating parts.

A chain E may be attached to the upper faces of the yokes to raise the same for uncoupling, and these chains may be carried to any convenient part of the car where it can be handled by the brakeman conveniently and without danger or risk to himself.

The operation of this coupler is apparent from the foregoing. When a car is pushed toward another, the link D from one draw-head enters the mouth of the other draw-head and pushes the coupling-pin C rearwardly until it passes the same, when the said coupling-pin will drop back into the vertical position and lock the link, thus effecting the coupling. When it is desired to uncouple the car, the yoke B is simply raised by the chain E, or otherwise, thus permitting the link D to be withdrawn.

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

1. In a car-coupler, the combination of a draw-head having longitudinal slots in top and bottom with a yoke pivoted to the top of the draw-head and a coupling-pin depending from the under side thereof and provided

with an upper forward lug, as *c*, adapted to bear against the under side of the yoke to limit its motion, substantially as set forth.

2. In a car-coupler, the combination of a
5 draw-head having vertical slots and longitudinal ribs, a yoke pivoted to the top of the draw-head and provided with longitudinal grooves adapted to engage the ribs on the

draw-head, and a coupling-pin depending from the yoke, substantially as set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES LEISCHER.

Witnesses:

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