

(No Model.)

J. TEEL.
CAR COUPLING.

No. 475,829.

Patented May 31, 1892.

Fig. 1.

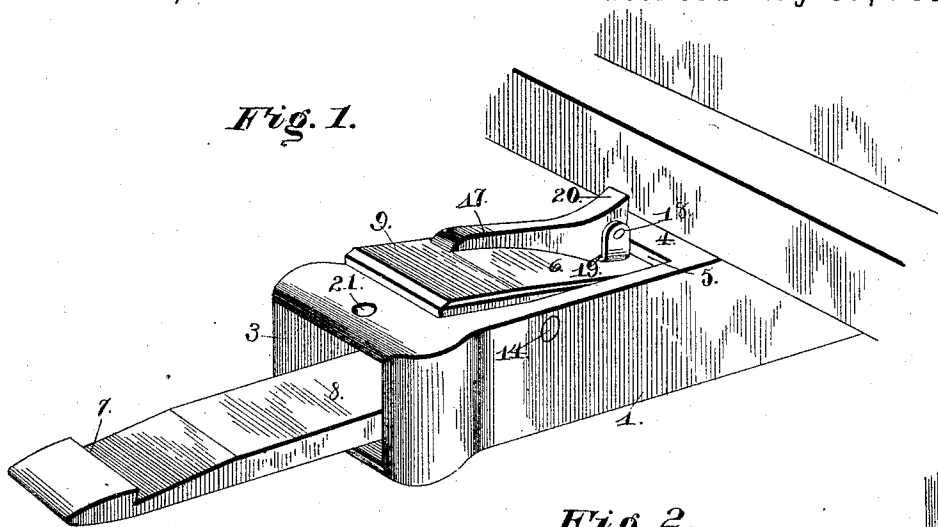


Fig. 2.

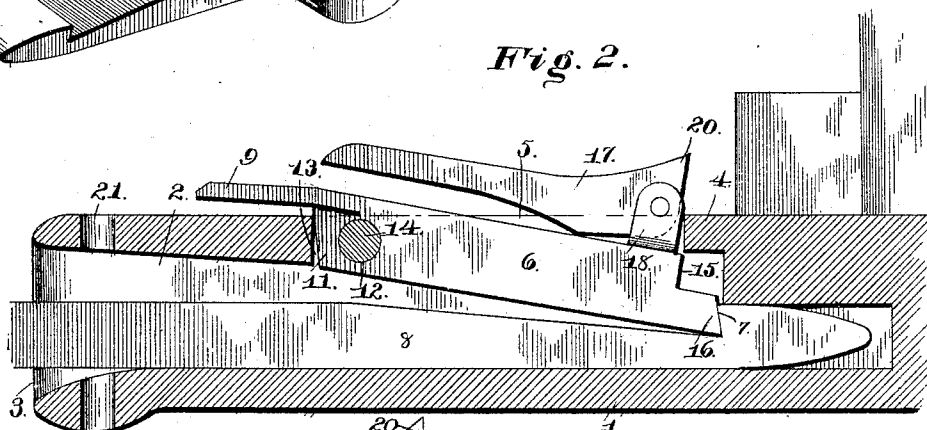


Fig. 3.

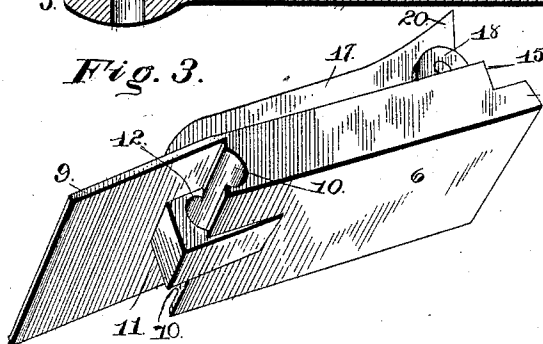
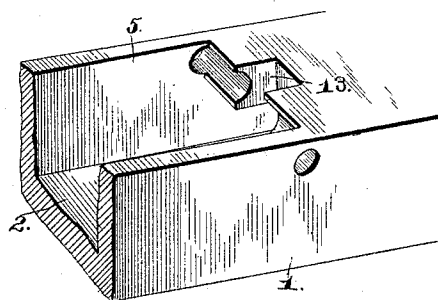


Fig. 4.



Witnesses

Chas. G. Ford.
H. J. Riley

Inventor

Joseph Teel.

By *his* Attorneys,

Chas. H. & Co.

UNITED STATES PATENT OFFICE.

JOSEPH TEEL, OF KUNKLETOWN, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 475,829, dated May 31, 1892.

Application filed January 29, 1892. Serial No. 419,681. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH TEEL, a citizen of the United States, residing at Kunkletown, in the county of Monroe and State of Pennsylvania, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to provide a coupling which will be simple and inexpensive in construction, and which will permit cars to be readily coupled and uncoupled without endangering the operator, and which will automatically uncouple should cars be overturned.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a vertical longitudinal sectional view. Fig. 3 is a detail perspective view of the gravity-catch. Fig. 4 is a similar view of a portion of the coupler-head.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates a coupler-head having a longitudinal opening 2 and provided with a flaring mouth 3 and having in its top 4 an opening 5, in which is pivoted a gravity-catch 6, which is adapted to engage a shoulder 7 of a slightly-beveled link 8. The catch 6 has its outer portion reduced to form a foot-plate 9, which projects outward beyond the opening 5 and over the coupler-head, and is adapted to be depressed by the foot of an operator to raise the catch 6 to release the link 8. The shoulder formed by reducing the catch 6 is provided with bearing-grooves 10, and has at the middle of the groove an extension 11, which is provided with an opening 12, and which is arranged in a recess 13 of the top 4 of the coupler-head, and which secures the catch to the pivot 14. The pivot 14 is arranged in openings in the sides of the coup-

ler-head, and the top of the latter is provided with bearing-grooves arranged at the sides of the recess 13. The inner end of the catch 6 is recessed at 15 to permit the beveled end 16 to be lifted out of engagement with the shoulder 7 of the link 8 by raising the catch in the opening 5 of the coupler-head.

The ends of the link 8 are slightly beveled in order to lift the catch 6 to cause the cars to couple automatically, and the catch may be held out of engagement with the link by a latch-lever 17, which is pivotally mounted on the catch 6 and is adapted when in a vertical position to engage the coupler-head at the inner end of the opening 5 and thereby hold the catch elevated. The latch-lever 17 is pivoted between ears 18 of a plate 19 and is arranged near the inner end of the catch and its heel 20 is adapted to engage the coupler-head. When the catch is lifted, it can be readily dropped for coupling by throwing the latch-lever 17 forward, and this may also be done by the foot of the operator.

If an accident were to happen to cars provided with the herein-described coupling and one of the cars should be overturned, its gravity-catch, being inverted, would drop through the opening 5 and release the coupling-link, and thereby prevent one car dragging another from the track.

The coupler-head is provided with a pin-opening 21 to permit the use of the ordinary pin-and-link coupling.

What I claim is—

1. In a car-coupler, the combination of a coupler-head provided in its top with an opening, a catch pivoted in the opening and provided with an extension foot-plate adapted to be depressed to raise the catch, and a latch-lever pivotally mounted on the catch and adapted to engage the coupler-head to hold the catch elevated, substantially as described.

2. In a car-coupler, the combination of a coupler-head provided in its top with an opening 5 and having a recess 13 at the front of the opening and provided with bearing-grooves on opposite sides of the recess, a catch arranged in the opening and having its front end reduced and forming a foot-

plate and provided with bearing-grooves 10
and having an extension 11, which is provided
with an opening registering with the grooves
10, and a pivot passing through the coupler-
5 head and arranged in said grooves and in the
opening of the extension, substantially as de-
scribed.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
the presence of two witnesses.

JOSEPH TEEL.

Witnesses:

WM. VANGORDON,
J. APPENZELLER.