

J. F. ROEHM.
CAR-COUPLING.

No. 178,081

Patented May 30, 1876.

Fig. 1.

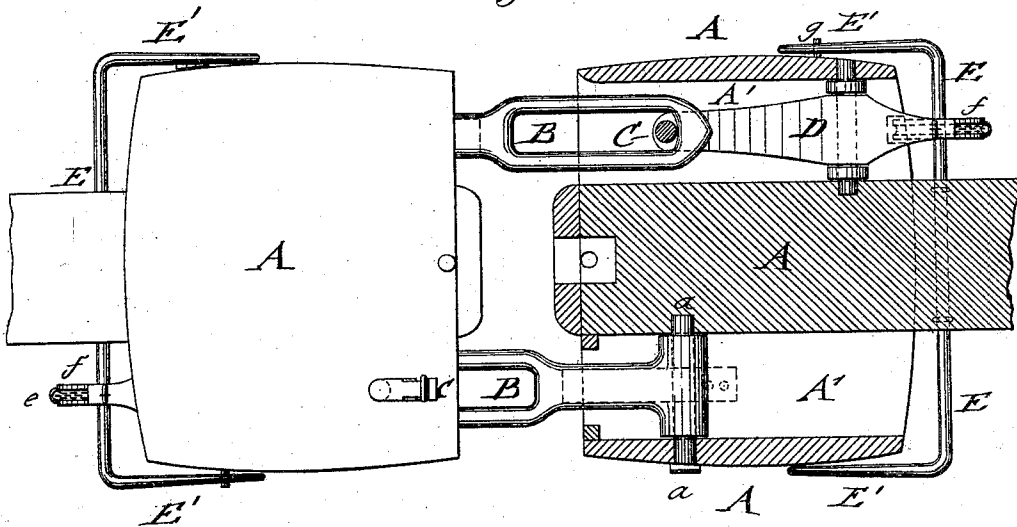
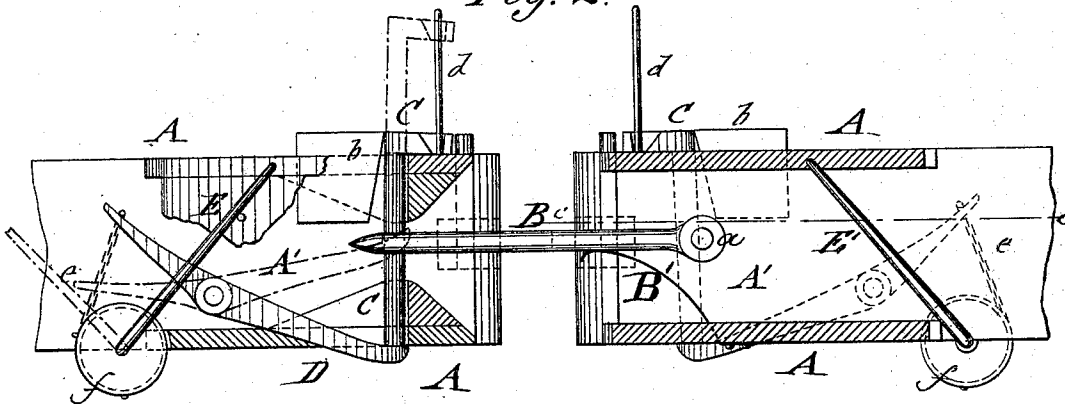


Fig. 2.



WITNESSES:

H. Rydquist.
John Goethals

INVENTOR:

J. F. Roehm

BY

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JACOB F. ROEHM, OF HIAWATHA, KANSAS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **178,081**, dated May 30, 1876; application filed April 4, 1876.

To all whom it may concern:

Be it known that I, JACOB F. ROEHM, of Hiawatha, county of Brown, and State of Kansas, have invented a new and Improved Car-Coupler, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view, partly in horizontal section on line *cc* of Fig. 2, of my improved car-coupling. Fig. 2 is a vertical longitudinal section of the same as coupled.

Similar letters of reference indicate corresponding parts.

My invention relates to an automatic car-coupling, that is readily coupled and uncoupled without danger to the attendant.

In the drawing, A represents a draw-head, that is applied in the customary manner to the car. The draw-head A is made of a central solid section, with small cavity and guide holes, for the purpose of allowing the coupling with the common pin and link when required. At both sides of the central section are longitudinal cavities of larger size, that are closed at the top and bottom and open at the front and rear. To a cross-bolt, *a*, of one cavity is pivoted the coupling-link B, that is supported on a spring, B', and swings in vertical direction, to enter readily the mouth of the opposite cavity of the approaching draw-head. The cavity A' at the other side of the middle section is made with a tapering mouth and with a vertically-sliding pin, C, that is guided along a tapering rear block, *b*, and, by side recesses of its angular top part, along a vertical top guide or staple *d*. The coupling-pin C is carried into raised position for uncoupling by a lever, D, that is fulcrumed inside of the cavity, back of the coupling-pin, and connected by a chain or rope, *e*, at its rear

end to a grooved pulley, *f*, on which the chain is wound up when the laterally-pivoted shaft E with outer handle-levers E' is turned. The handle-levers E' of the pulley-shaft E are operated from the side platform or top of the car, to operate the coupling-pins C.

For uncoupling, the handle-levers are carried back, which raises the front end of the pin-lever, and carries the link up to a level with or slightly above the shoulder formed by the tapering mouth. The coupling-link is then allowed to escape by sliding the pin in upward directions along the top guides.

When the draw-heads approach for coupling, the spring-supported links enter the mouth of the corresponding cavities at opposite sides of the draw-heads, strike against the pins, so as to throw them back and push them in upward direction on the guides, to allow the passage of the links. When the links have entered beyond the pins, the lever-handles are thrown forward, and the pins dropped by the concussion of the draw-heads, so as to couple the links. The links form a double connection of the draw-heads, and furnish a reliable coupling.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, in a car-coupling, of the pin having a right-angled and notched arm, guided and pivoted in a loop, *d*, with the draw-head, as shown and described.

2. The shaft, having handles E' at the sides, combined with chain *e*, pulley *f*, and lever D, as and for the purpose set forth.

JACOB F. ROEHM.

Witnesses:

J. K. KLINEFELTER,
E. D. BENNER.