

C. HOLZNER.  
Car-Coupling.

No. 162,067.

Patented April 13, 1875.

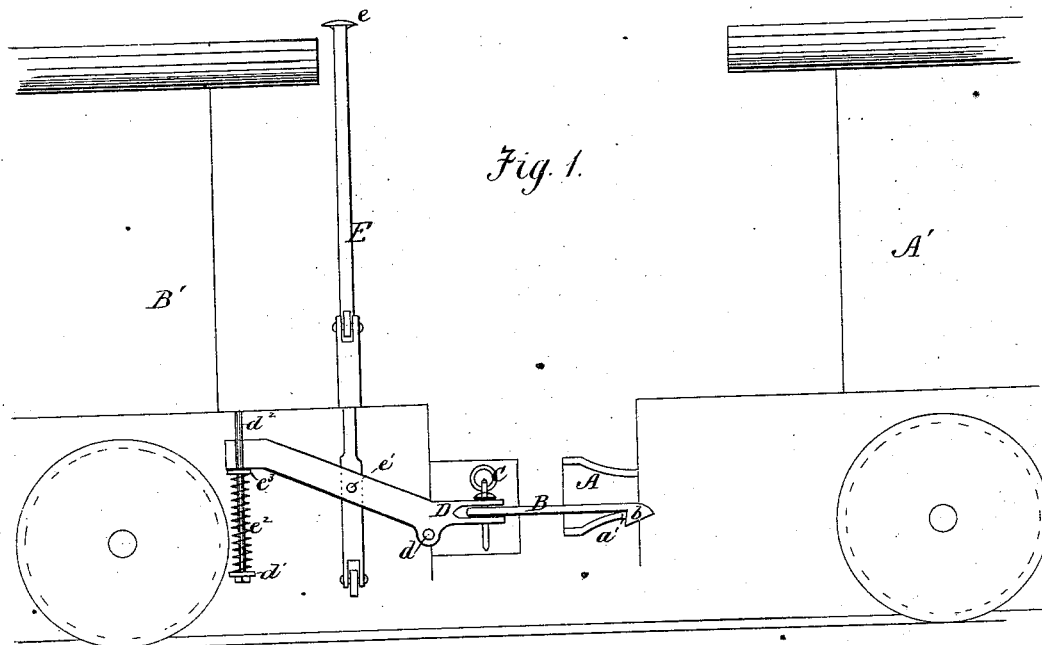
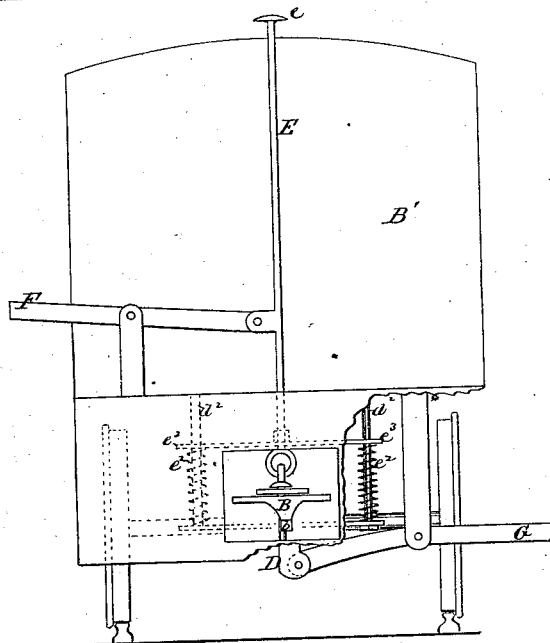


Fig. 1.

Fig. 2.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **162,067**, dated April 13, 1875; application filed February 24, 1875.

*To all whom it may concern:*

Be it known that I, CHARLES HOLZNER, of Louisville, in the county of Jefferson and State of Kentucky, have invented a new and Improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a side elevation of my invention, partly in section. Fig. 2 is a front elevation of same with a portion of the platform of the car broken away.

The invention relates to that class of car-couplings in which no pin or link is used, but instead thereof a pivoted hook which catches over a shoulder or some equivalent device upon the opposite car, and couples automatically.

The invention will first be fully described, in connection with all that is necessary to a full understanding thereof, and then pointed out in the claims.

A represents a draw-head placed on car A', open at the rear end, or provided with bottom aperture *a*, to receive the end *b* of pivoted hook B, belonging to another car, B'. The hook is loosely held, by a detachable vertical bolt, C, to a lever, D, so as to have some lateral play, and thus be turned, as well as centered, by the converging sides of the mouth of draw-head. The lever is pivoted at *d*, and is held up at the rear end by a spring-support, *d*<sup>1</sup>, on the pendent rods *d*<sup>2</sup>, thus holding the hook-head *b* firmly down in the hole *a*, and preventing the cars from uncoupling until force is applied to overcome the resistance of the springs. E is a vertical push-bar, prefera-

bly provided at the upper end with a push-button, *e*, passing through bifurcated end, of, and connected by a pivot, *e*<sup>1</sup>, with the lever D, to enable the hook to be uncoupled by a downwardly-pushing movement. The springs *e*<sup>2</sup> *e*<sup>2</sup>, attached to a cross-rod, *e*<sup>3</sup>, passing through the bar E, serve to counterbalance the gravity of said bar and to overcome its tendency to uncouple the hook. F G are hand-levers on opposite sides of car, and pivoted to the push-bar E, one above and the other below the lever D; so that said lever may be actuated from the car or on either side thereof.

This car-coupling commends itself to the favor of the public, on account of its simplicity of construction, fewness of parts, and smallness of cost.

I use extra links in order to accommodate draw-heads of different heights, and I do not confine myself to any particular number of springs, but may use two, four, or more.

Having thus described my invention, what I claim as new, is—

1. The combination, with hook B, of the lever D, pivoted at *d*, and upheld at its rear end by spring-support, as and for the purpose set forth.

2. The combination, with lever D, of the push-bar E, having cross-rod *e*<sup>3</sup>, supported by springs *e*<sup>2</sup>, as and for the purpose specified.

3. The combination of the hook B, lever D, push-bar E, and hand-levers F G, to enable the hook to be uncoupled from the car from either side thereof.

CHARLES HOLZNER.

Witnesses:

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AUGUST EBRENZ.