C. A. FEUSER.

CAR-COUPLING.

No. 180,016. Patented July 18, 1876.

Fig. 1.

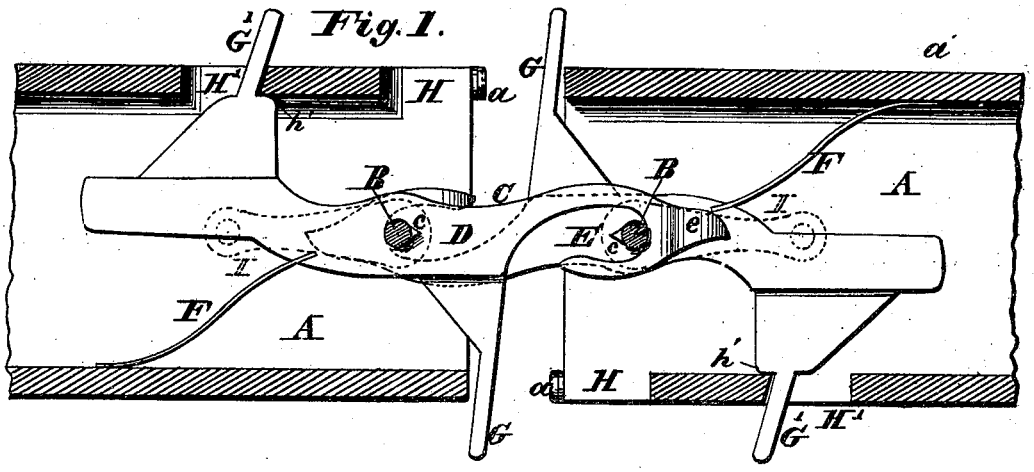


Fig. 2.

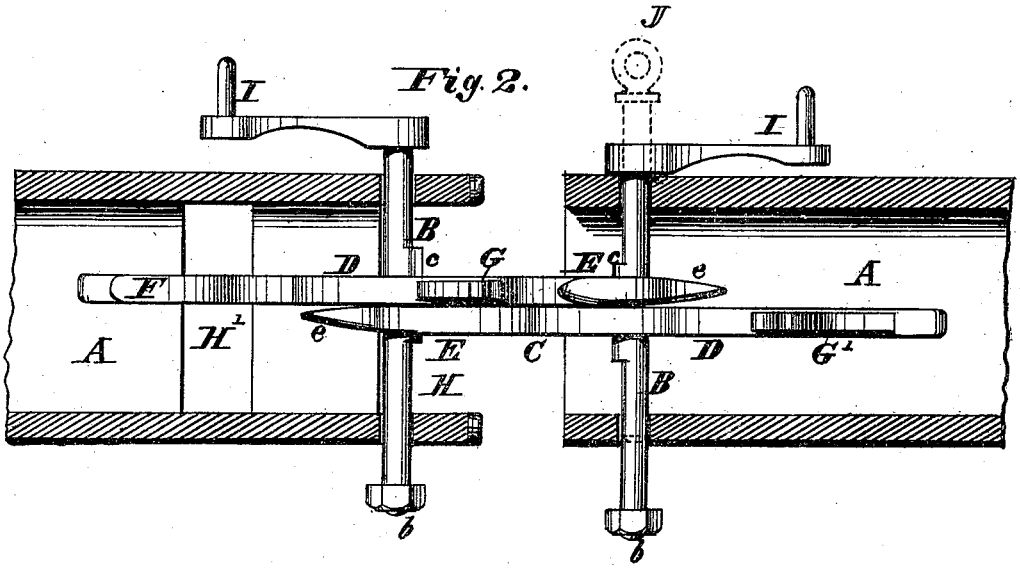
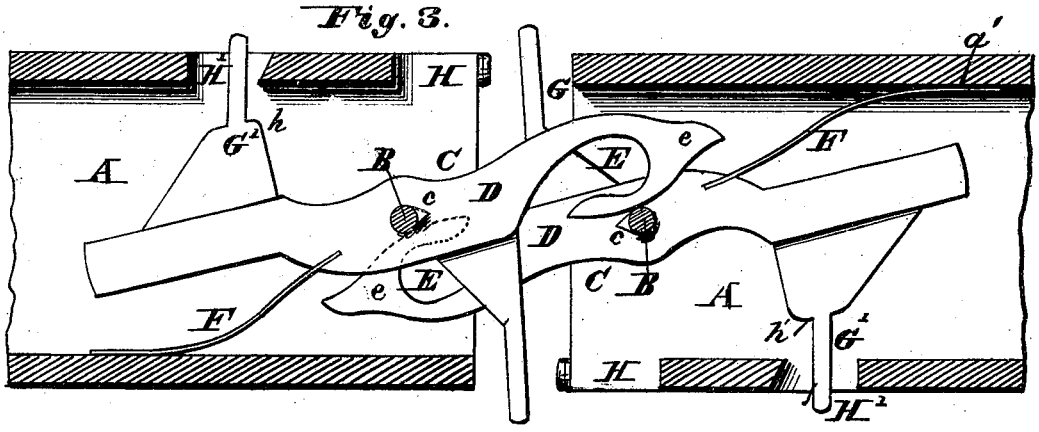


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

CARL A. FEUSER, OF AUGUSTA, GEORGIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOHN W. TALIAFERRO, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **180,016**, dated July 18, 1876; application filed June 9, 1876.

To all whom it may concern:

Be it known that I, CARL AUGUST FEUSER, of Augusta, in the county of Richmond and State of Georgia, have invented an Improvement in Car-Couplings, of which the following is a specification:

My improvement relates to a car-coupling having a laterally-swinging catch mounted on a vertical shaft, which forms the coupling-pin of the opposing catch.

My invention consists, first, in a vertical and rotary shaft, adapted to slide up or down to permit the catch to pass over or under the opposing catch.

My invention consists, secondly, in a peculiar form of catch, which is mounted on a vertical shaft, so as to be turned laterally by a crank-handle from above the draw-head, and returned by a spring.

In the accompanying drawing, Figure 1 is a plan view of my improved car-coupling in coupled position. Fig. 2 is a side view. Fig. 3 is a plan view, showing the device in the act of coupling.

A may represent a draw-head, of any necessary form, provided with buffers or bumpers *a*. Passing centrally through said draw-head is a rotary and vertically-sliding shaft, B, adapted to form a coupling-pin. C is a catch of peculiar construction, rigidly secured to the shaft B, transverse to the latter, by a key, *c*, or other suitable means. The catch C consists of a bar, D, provided at one end with a hook, E, whose head, *e*, is tapered or flattened. At the other end of this bar is attached a spring, F, operating in connection with the side *a'* of the draw-head A, to keep the catch in its normal position. On the opposite sides of the bar D are arms G G', respectively in front and rear of the shaft B, for turning the catch from either side of the car. Slots or excavations H H' permit the arms G G' a certain amount of play, and the stop *h'* on the arm G' limits the lateral movement of the catch. On the lower end of the shaft B is a stop or nut, *b*, to limit its upward movement, and at the upper end a crank-handle, I, is applied, which furnishes means for operating the catch from the car-platform.

Operation: To couple the cars, the draw-heads are caused to approach each other until the hooks E come together, when, by reason of their flattened form, the higher hook will be guided over the other, the sliding shafts rising or falling accordingly. The hooks, having passed each other, are next thrown back by their inner faces bearing on the shafts, when, having passed to the hook-openings, the spring F throws the hook forward, to engage with the said shafts, which thus form the coupling-pins.

To uncouple the cars, the draw-heads are brought together, when the hooks will be in such a position as to permit them to be drawn or turned back from either side of the cars by the arms G G' or the crank-handle I from the car-platform.

In practice the crank-handle I will be found the more convenient mode of operating the coupling on passenger or other platform-cars, and the arms G G' best adapted for use with freight-cars.

The catch-hook E is constructed, as represented, to adapt it to receive the common coupling-pin J, as shown in dotted lines in Fig. 2, for connection to cars not provided with my improved coupling-pin.

Having thus described my invention, the following is what I claim as new, and desire to secure by Letters Patent:

1. The rotary and vertically-sliding shaft B, having a catch, C, provided with a tapered head adapted to pass over or under its opposing catch.

2. The combination of the catch C, shaft B, crank-handle I, and spring F, the catch being rigidly attached to the shaft, as and for the purpose set forth.

3. The construction of the catch C and its shaft B, with crank-handle I and arms G G', to adapt the catch to be operated optionally from the car-platform or ground.

CARL AUGUST FEUSER.

Witnesses:
GEORGE T. BARNES,
GEORGE T. BRYAN.