E. ZORGER.

CAR-COUPLING.

No. 181,023. Patented Aug. 15, 1876.

Fig. 1.

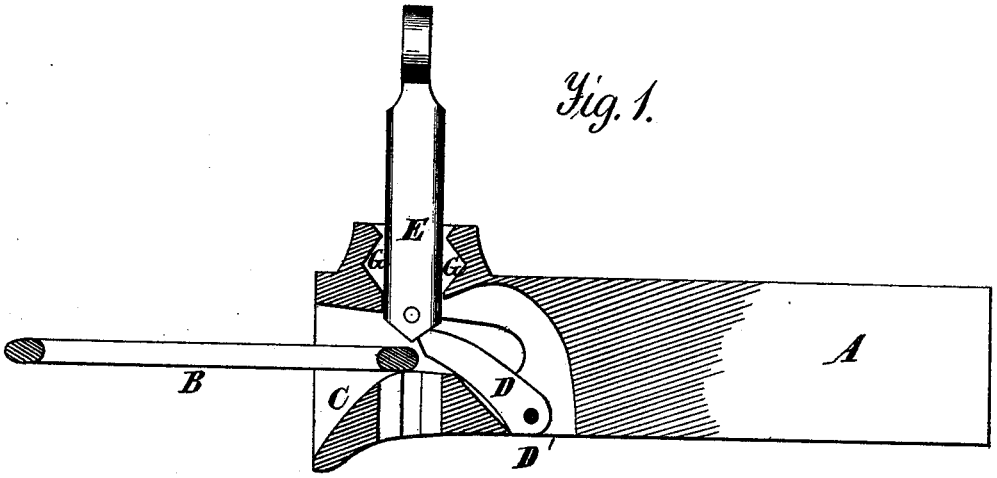
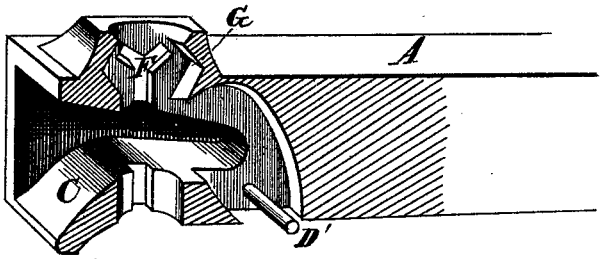


Fig. 2.



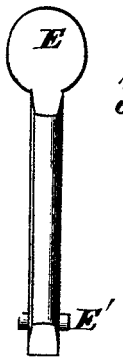


Fig. 3.

Witnesses.
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John Eils.

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UNITED STATES PATENT OFFICE.

EMANUEL ZORGER, OF TOPEKA, KANSAS.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **181,023**, dated August 15, 1876; application filed April 17, 1876.

To all whom it may concern:

Be it known that I, EMANUEL ZORGER, of Topeka, in the county of Shawnee and State of Kansas, have invented a new and useful Improvement in Automatic Car-Couplers, of which the following is a specification:

This invention relates to a device for supporting the coupling-pin of a railway-car in such manner that it will either fall or not when the cars are run together, as may have been previously determined, my object being to overcome an objection often made to automatic couplers, that they will attach several cars standing end to end on a siding when it is only desired to couple part of them to the train.

In the annexed drawings, making part of this specification, Figure 1 is a longitudinal section of a draw-head, arranged for coupling the cars when the link is pushed under the pin. Fig. 2 is a similar section, showing, in perspective, the chamber in the draw-head without the movable parts. Fig. 3 is an elevation of the pin.

The same letters are employed in all the figures in the indication of identical parts.

A is the draw-bar, and B the link. The mouth of the draw-head is made flaring, as shown at C, to guide the link into the recess, so that it will strike the under side of the latch D, which is pivoted at D′, and extends up so that its free end will rest under the beveled end of the pin D, and support it until the latch is lifted by the link, and the pin falls through the link. The pin E passes through vertical holes in the draw-head, giving it a bearing above and below. On the lower end of the pin are studs E′, which prevent the pin from being entirely withdrawn from the draw-head. Y-formed grooves are formed on the sides of the recess in the draw-head, into which the studs E′ may enter, and thus permit the pin when raised to be inclined to the front or rear, and rest on one of the inclined faces G G, so as not to fall when the cars are run together. Instead of being made to rest on the faces G G, a notch may be formed in the lower side of the upper end of the groove F, in which the studs E′ will be engaged to support the pin.

When cars standing upon a siding are not intended to be coupled, the pins E should be drawn up and inclined. In this position the links will not be engaged, but when a car is intended to be attached to a train it is only necessary to raise the pin so that it will stand vertically upon the end of the latch D, and then when a link is pushed into the draw-head the latch will be lifted, the disengaged pin will fall, and the car be coupled.

It is evident that the form of the recesses may be readily modified, so that the pin can be supported in only one inclined position; but I prefer the construction shown.

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

1. In combination with the draw-head constructed with the Y-formed recesses F, the pin E, having studs E′ to enter the recesses and support the link in an inclined position, substantially as set forth.

2. The pin E, in combination with the gravitation-latch D and Y-formed recess F in the sides of the draw-head, whereby the pin may be supported upon the coming together of the cars in an inclined position, or made to rest on the gravitation-latch, so as to fall when the link enters the draw-head.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EMANUEL ZORGER.

Witnesses:

GEO. R. PECK,

MAURICE DAVIS.