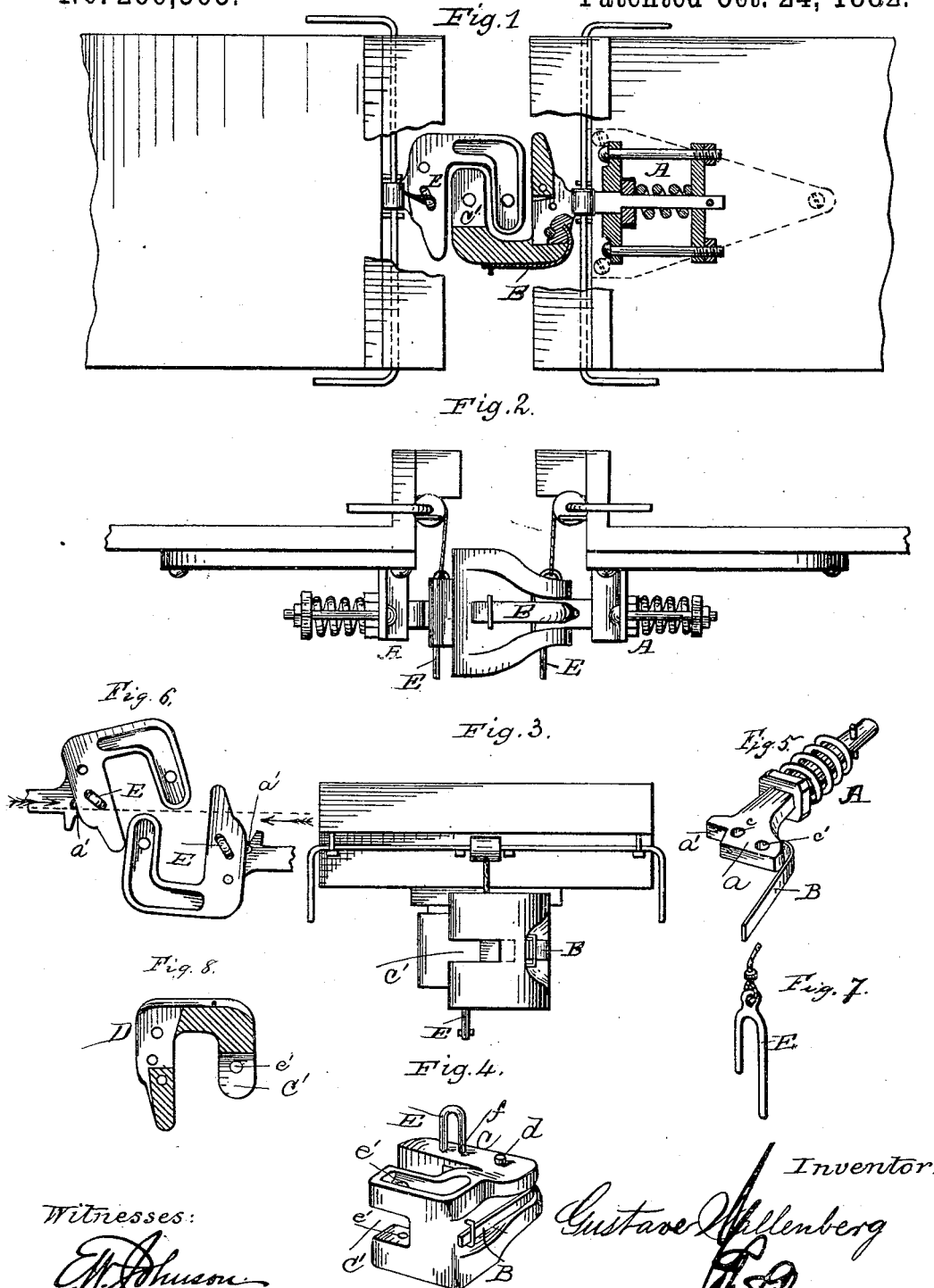


(No Model.)

G. WALLENBERG.
CAR COUPLING.

No. 266,563.

Patented Oct. 24, 1882.



Witnesses:
E. M. Johnson
Lamich Duwall
By

Inventor:
Gustave Wallenberg
E. M. Johnson
Attorney-

UNITED STATES PATENT OFFICE.

GUSTAVE WALLENBERG, OF CHICAGO, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 266,563, dated October 24, 1882.

Application filed August 5, 1882. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVE WALLENBERG, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in car-couplers.

The object of this improvement is to provide an automatic or self-locking coupler which may be uncoupled from the top or side of the car; and my invention consists in the construction of the coupling-heads and the novel combination of the parts, as will be hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view, showing the coupler applied to a car, one of the coupling-heads being in section. Fig. 2 is a side view. Fig. 3 is a front view, and Figs. 4 and 5 are perspective views of the parts detached. Fig. 6 is a plan view, showing the head disconnected and in a position to be coupled. Fig. 7 is a detailed view of the retaining-pin. Fig. 8 is a detail sectional view.

On the annexed drawings, A represents the draw-bar, which is connected to the body of the car in the usual manner. This draw-bar is provided with a head, *a*, which is enlarged horizontally, and is provided with a cut-away recess, *a'*, one side of said recess being angular, substantially as shown in Fig. 5.

Secured to the rear part of the draw-bar A, on the side having the shoulder *b*, is a suitable flat spring, B. The draw-head is provided at suitable points with holes or perforations *c c'*, for the purposes as will hereinafter be set forth.

Attached to the draw-bar A by a suitable pin, *d*, is a pivoted U-shaped coupling-head, C, which is provided with a front opening, *C'*. The parts of this coupling-head which project above and below this opening are provided with perforations *e e'* for the reception of an ordinary coupling-pin when the usual link is employed. The rear of the coupling-head C

is provided with a recess, D, which recess is of a shape to receive and fit snugly over the enlarged heads *a* of the draw-bar. The rear hooks, as shown in Fig. 4, of the coupling-heads are provided with coupling-pins E, which are of the shape shown in Fig. 7. The long arm of this coupling-pin passes through the rear hook of the coupling-head, and is provided at its lower end with a suitable key. The short arm passes through the hole *f*, and is of sufficient length to pass through the draw-head into the lower part of the coupling-hook.

The spring B, which is attached to the draw-bar, passes rearwardly around to the side of the coupling-head to a point near its front. The end of this spring is attached to the coupling-head by a suitable staple, in which the spring slides. This spring throws the coupling-head to one side when the retaining-pin E is raised. Above the coupler, to the body of the car, is a suitable roll or windlass, to which is attached a cord or chain for raising the retaining-pin when it is desirable to uncouple the cars.

The operation of my invention is as follows: The retaining-pin being drawn upward by means of a windlass, the coupling-head, being released, is forced to one side by the pressure exerted upon it by the spring, and when thus thrown to one side the ends of the front hooks will be free to pass each other without touching, substantially as shown in Fig. 6. The short end of the retaining-pin resting upon the draw-head in front of the opening *e*, when the cars come together the front hooks strike against the rear projections of the coupling-heads, forcing them backward. When they have reached their proper position the retaining-pin falls, and the cars are thus coupled automatically. The position of the hook when the cars are coupled is fully shown in Fig. 1.

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

1. In a car-coupler, the coupling-head C, having front hook and rear arm projecting laterally beyond said hook, in combination with the draw-bar A, recessed within the rear of the coupling-head, and provided with spring B, said parts being connected to each other and provided with a gravity retaining-pin, E, having members of different lengths, which passes through an opening in the coupling-head and

draw-bar, the whole constructed substantially as shown, and for the purpose set forth.

2. In combination with the draw-bars A, having perforations *c c'*, recess *a'*, and spring B, the bifurcated coupling-heads embracing the draw-bars and pivoted thereto, said coupling-heads having rear ends of greater length than the forward interlocking ends, and provided

with retaining-bolts, substantially as shown and described. 10

In testimony whereof I affix my signature in presence of two witnesses.

GUSTAVE WALLENBERG.

Witnesses:

OSKAR BERGGREN,
NELS. RYLANDER.