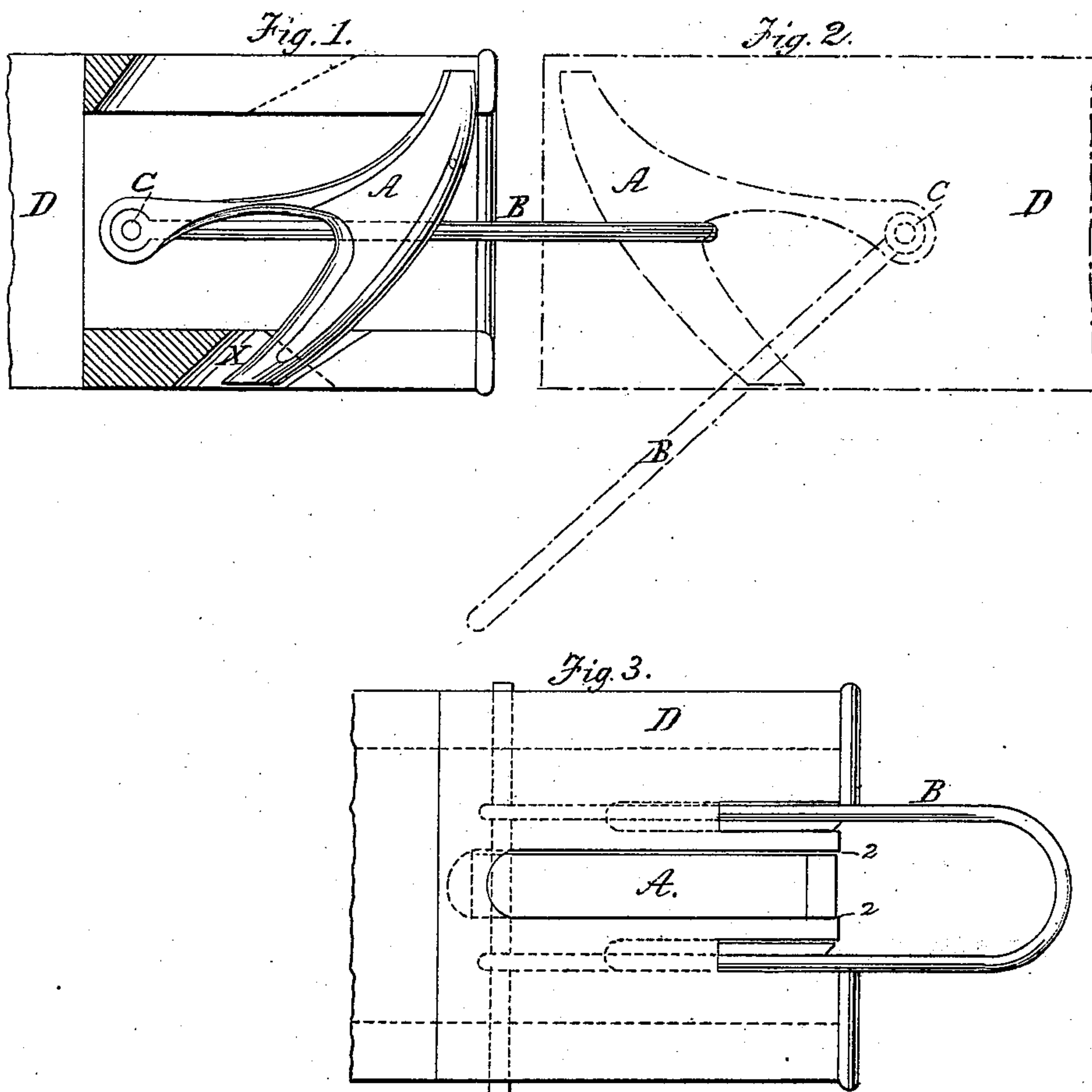


W. V. WALLACE.
Railway Car Coupling.

No. 93,375.

Patented Aug. 3, 1869.



Witnesses.
F. W. Dow.
J. C. Sathrop.

Inventor
W. V. Wallace
by J. F. James.
his Atty.

United States Patent Office.

WILLIAM V. WALLACE, OF NEW YORK, N. Y.

Letters Patent No. 93,375, dated August 3, 1869.

IMPROVED RAILWAY-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, WILLIAM V. WALLACE, of the city, county, and State of New York, have invented a new and useful Improvement in Car-Coupling for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification.

The nature of my invention consists in so arranging and constructing the draw-hook and link that both are pivoted upon the same rod or bolt, and in the construction of the draw-head or bunter in such a manner that the link not in use can be either raised or depressed, as desired, above or below the draw-head or bunter, by means of slots cut or cast therein.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

Figures 1 and 2 show the position of the hooks and links when two cars are coupled together, and

Figure 3 shows a top view of one draw-head D, containing within it the hook and link.

The draw-heads or bunters D are made in the usual form, except that there are slots cut in the upper portion of the same, the longer slot, 2 2, to admit of raising the hook A, and the two smaller slots, 1 1, at either side of the same, to admit of raising the link B.

There is also, in the under portion of the draw-heads, a slot or hole, x, made at or near the point of contact of hook with the bunter. The slot is bevelled on its upper side, so that a larger bearing-surface may be given the hook when it drops into position; and two slots are formed at the side of the same, to admit of the link being depressed below the draw-head when desired, as seen in fig. 2.

Both the hook and link are pivoted at C, by means of a rod or bolt running through the bunter or draw-head, the ends of the link having an eye formed upon them, to admit of this adjustment.

By this mode of construction there is no possibility of losing the links, the cars are coupled with great facility, and the parts easily and cheaply made and duplicated, when necessity requires.

Springs attached to the link, or a wooden, rubber or other block, may readily be used to elevate and retain the link in a horizontal position, being placed in front of the rod or pivot, and the link running through the same, before the eyes are formed upon it. In this way both the links can be used at the same time, where greater strength is desired.

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

1. A car-coupling for railway-cars, when constructed and arranged in the manner and for the purpose herein described.

2. The construction and combination of the link B, hook A, with the draw-head or bumper D, in the manner and for the purpose herein described.

3. In a car-coupling, the arrangement and adjustment of the link and hook upon the same rod or bolt, within the bumper or draw-head, in the manner herein described.

4. The arrangement herein shown and described, so that the link may be either raised above or depressed below the bunter or draw-head, when not in use.

WILLIAM V. WALLACE.

Witnesses:

JAMES S. CRAFT,
WM. I. BARKER.