

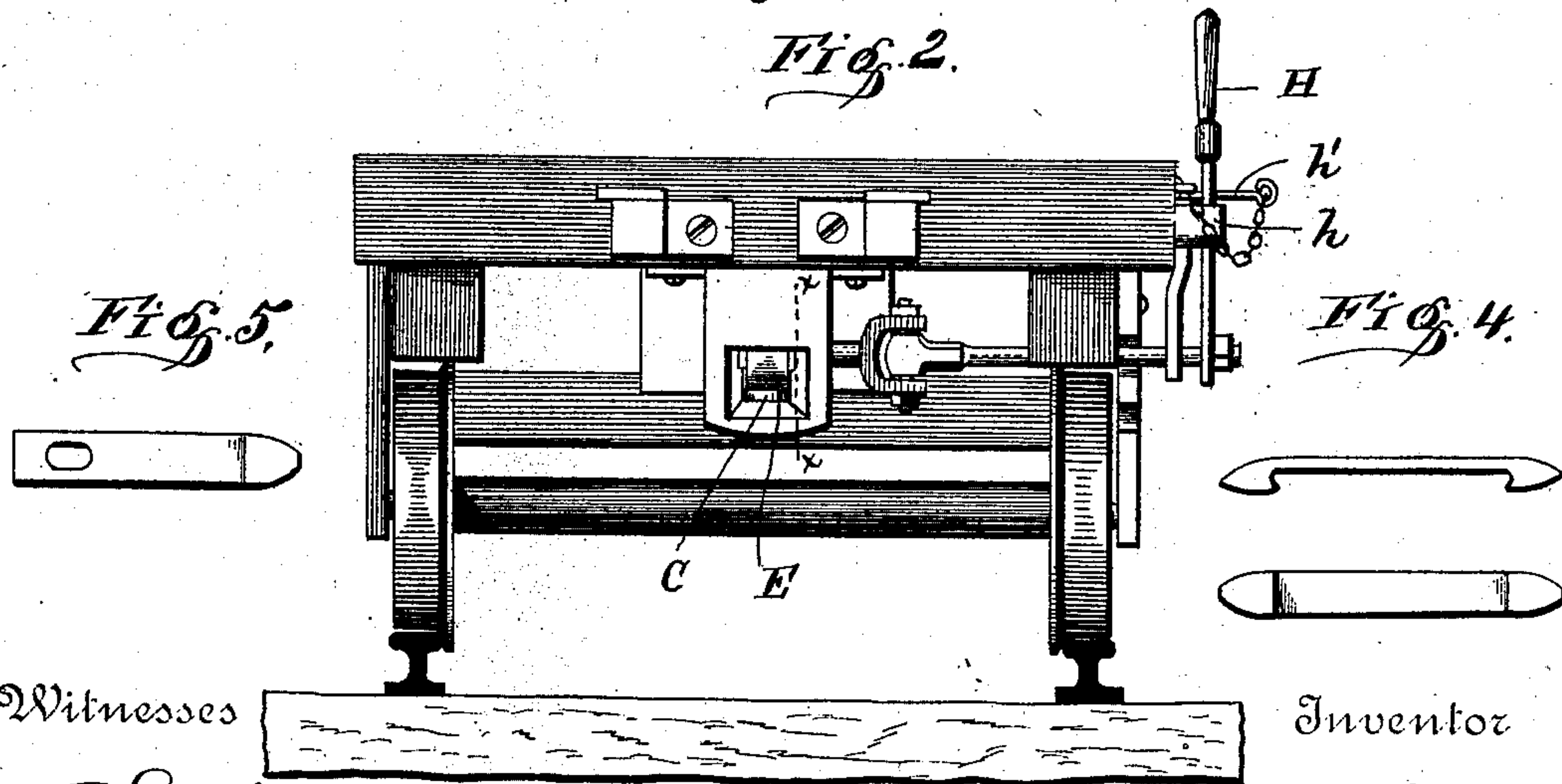
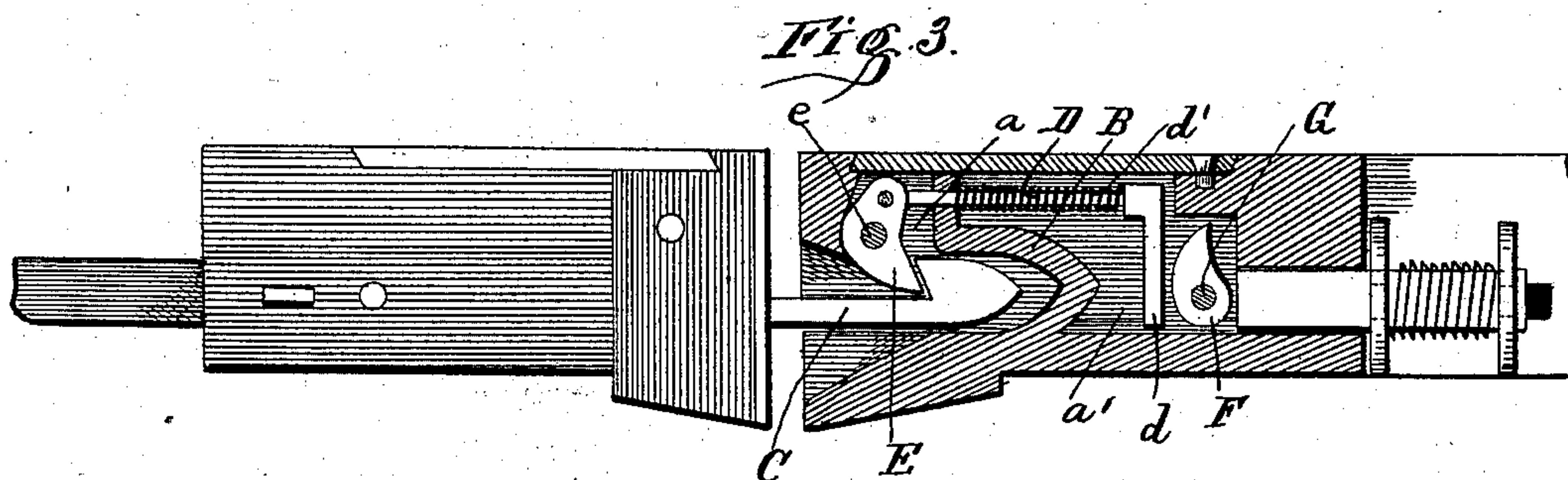
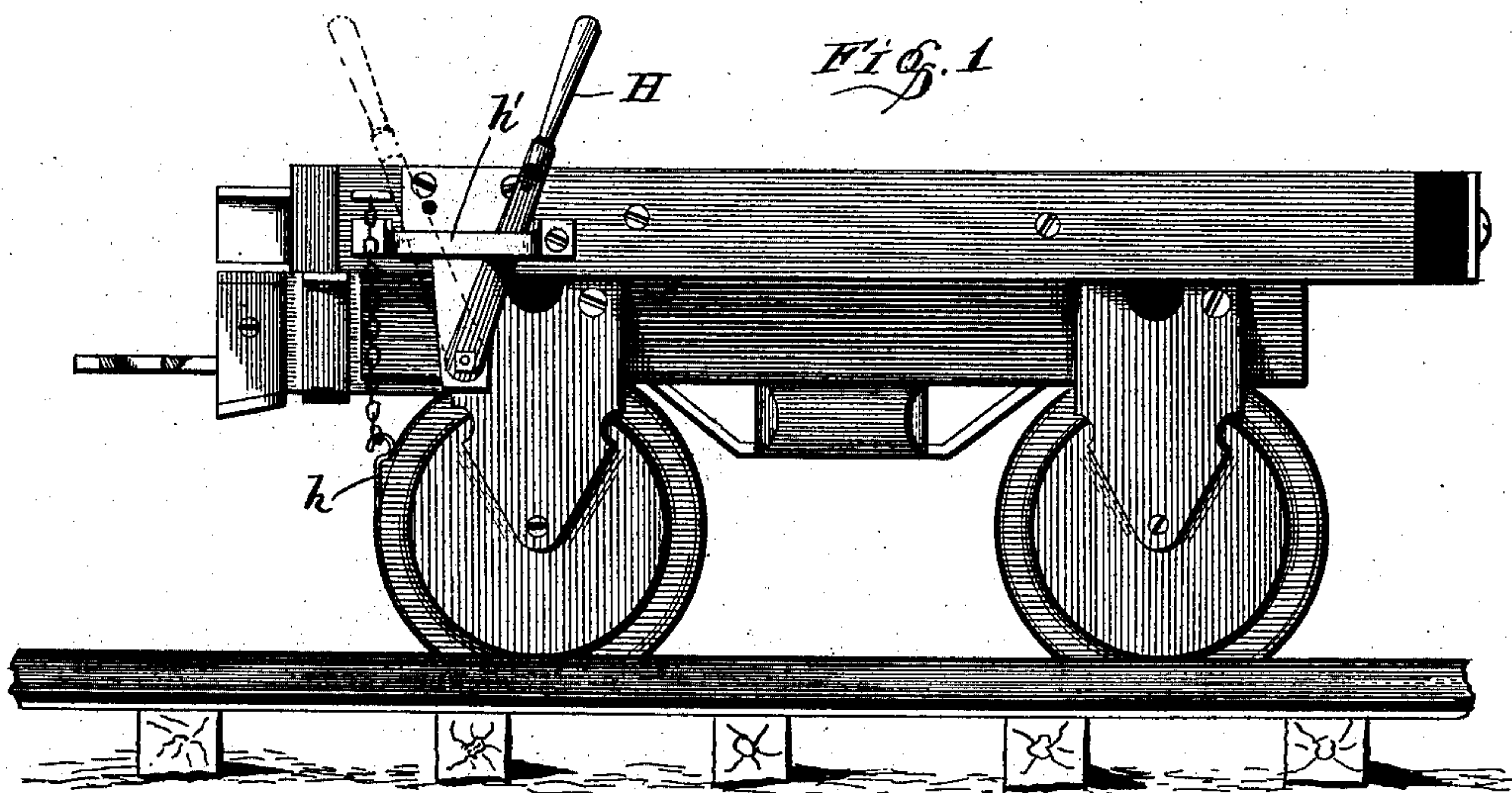
(No Model.)

J. WILHELM.

CAR COUPLING.

No. 368,865.

Patented Aug. 23, 1887.



Witnesses

T. C. Loring
Van Buren Hillyard.

Inventor

Jacob Wilhelm

By his Attorneys

R. S. & A. Lacey

UNITED STATES PATENT OFFICE.

JACOB WILHELM, OF NEW FREEDOM, PENNSYLVANIA, ASSIGNOR OF TWO-THIRDS TO ALFRED H. GROVE, OF SAME PLACE, AND JOHN M. HABLIS-
TON, JR., OF SHREWSBURY, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 368,865, dated August 23, 1887.

Application filed May 27, 1887. Serial No. 239,549. (No model.)

To all whom it may concern:

Be it known that I, JACOB WILHELM, a citizen of the United States, residing at New Freedom, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do 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 the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to car-couplings of that class which employs a spring-actuated or gravity latch and are held from uncoupling until the train slackens.

The object of the invention is to provide simple, convenient, and efficient means for uncoupling the cars in a convenient, expeditious, and economical manner.

The improvement consists in the novel features presently to be described and claimed, and shown in the annexed drawings, in which—

Figure 1 is a side view, Fig. 2 a front view, and Fig. 3 a sectional view on the line X X of Fig. 2, of a car embodying my invention; Fig. 4, a plan and edge view of a coupling-link having a spear-shaped head at each end, and Fig. 5 a plan view of a link having a spear-shaped head at one end only and an opening at the other end for the passage of the pin of the common coupler.

The draw-bar may be secured to the car in any approved manner, so it will yield when the cars are run together, to prevent any jar being transmitted to the body of the car by cushioning the force of the blow, and is divided into two compartments, *a* and *a'*, by the partition B, which forms the pocket for the end of the link C and a bearing for the rod D, which is connected at its forward end with the latch E, pivoted above the throat of the draw-bar, and is provided with a downwardly-projected arm, *d*, at its rear end, and has a spring, *d'*, mounted thereon and located between the partition and the arm *d*. The tappet or cam F, keyed to the inner end of the rock-shaft G, is adapted to press against the arm *d* and move

the rod D forward and turn the latch E about its pivotal support *e*, so as to disengage it from the link. The rock-shaft is rotated by the hand-lever H, secured to its outer end and limited in its movement by the keeper *h*, and is held in an adjusted position by pin *h'*. The rock-shaft is composed of two parts pivotally connected together on an approximately-vertical line, which permits a yielding of the parts when the draw-bar is moved in, as when the cars are run together.

When two cars are provided with my improved coupler, they are coupled by the link shown in Fig. 4; but in case only one car is provided with my improved coupler and the one to be coupled thereto has the ordinary pin-coupler, then the link shown in Fig. 5 is used, as one end is adapted for my coupler and the other end for the pin-coupler. The cars are coupled by running them together in the well-known manner. The link, entering the draw-bar, lifts the latch, which rides over its head and drops down in front of the head and holds the link.

To uncouple the cars they must first be slackened—that is, the cars must be run together—which forces the ends of the links to the bottom of the pockets, so that the end of the latch can swing free of the head of the link upon operating the rock-shaft, as will be readily understood.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with the draw-bar, the latch, and the operating-rod, of the partition separating the draw-bar into two compartments and forming the link-pocket and the bearing for the rod, substantially as set forth.

2. The combination, with the draw-bar and the partition dividing it into two compartments and forming the pocket for the link, of the latch pivoted between its ends and located in the front compartment, the rod having a bearing in the partition and connected at its front end with the latch, and having an arm projected downwardly from its rear end, the spring mounted on the rod and located between the partition and said arm, the rock-shaft, and

the tappet secured to the inner end of the rock-shaft and adapted to bear against the arm, substantially as and for the purpose described.

3. The combination of the draw-bar, the partition dividing it into two compartments and
5 forming the link-pocket, the pivoted latch, the rod D, mounted in the partition and having an arm, *d*, projected from its rear end, the spring *d'*, the rock-shaft made of two parts hinged to-
10 gether on an approximately-vertical line, the tappet secured to the inner end of the rock-

shaft, the hand-lever secured to the outer end of the rock-shaft, the keeper, and the pin, substantially as described, and for the purpose specified.

In testimony whereof I affix my signature in
presence of two witnesses. 15

JACOB WILHELM.

Witnesses:

VAN BUREN HILLYARD,
JNO. M. HABLSTON, Jr.