

(No Model.)

F. W. LEIPNITZ.
CAR COUPLING.

No. 497,672.

Patented May 16, 1893.

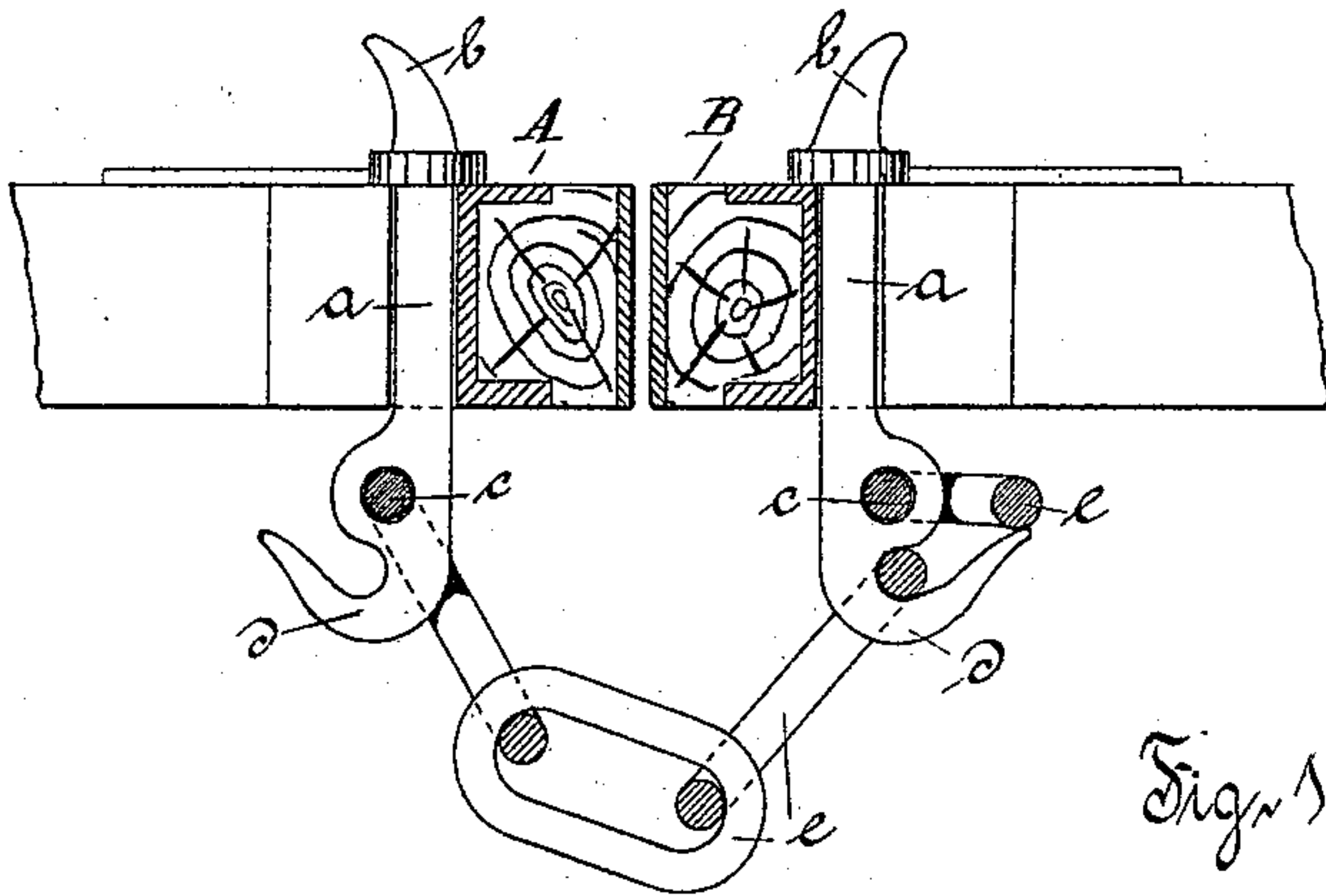


Fig. 1

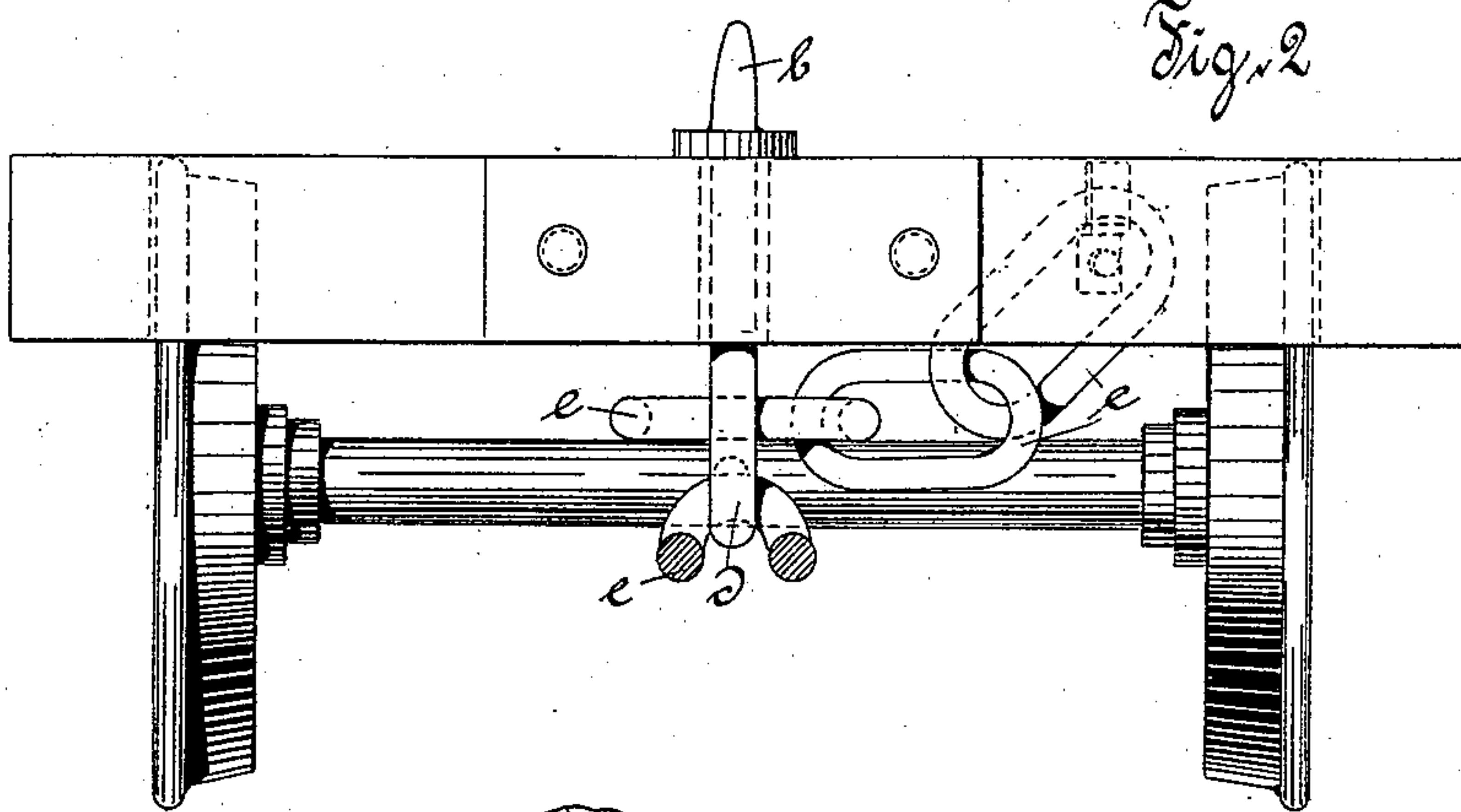


Fig. 2

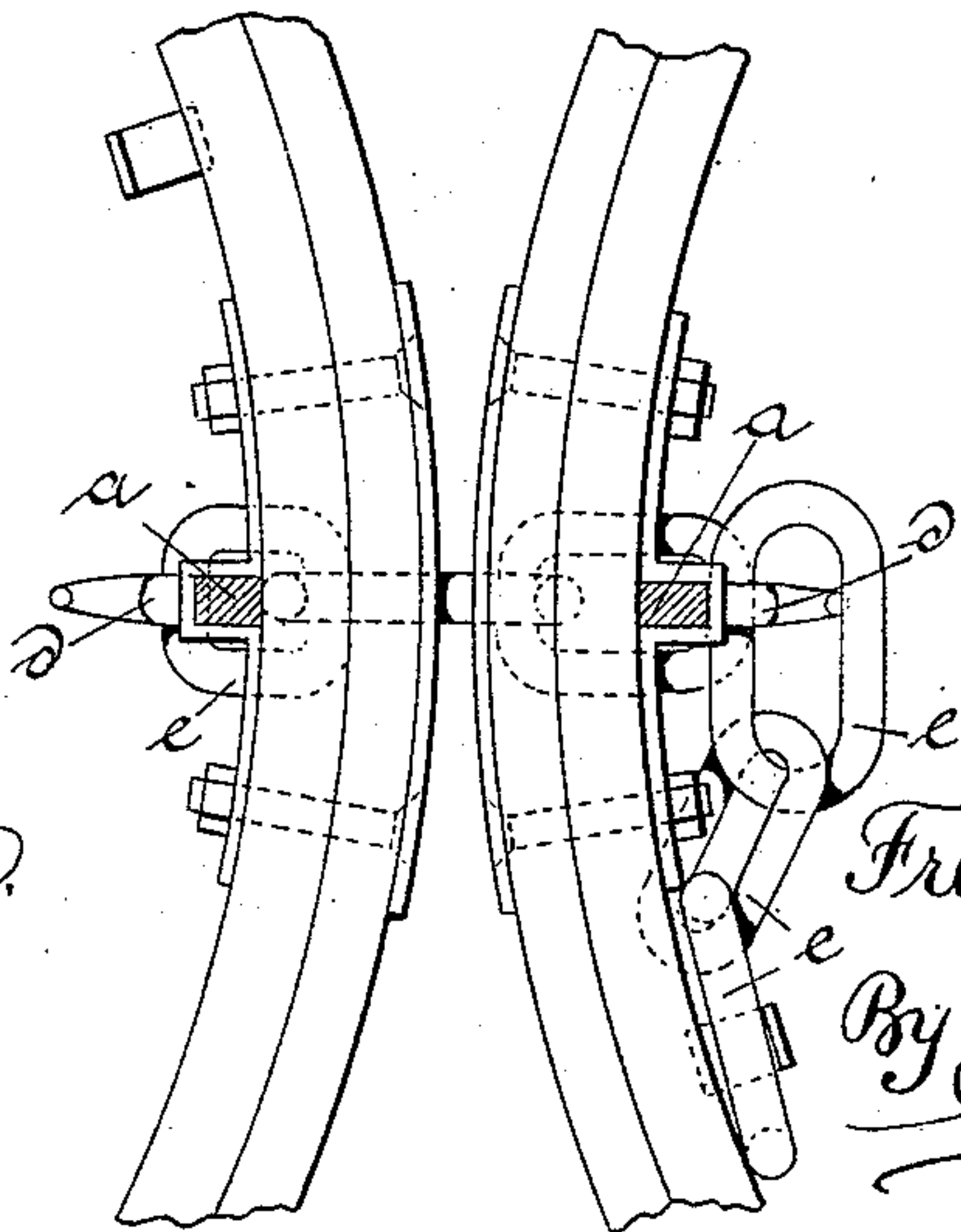


Fig. 3

Witnesses:
Walter E. Allen.
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Inventor:
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By *[Signature]*
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UNITED STATES PATENT OFFICE.

FRIEDRICH WILHELM LEIPNITZ, OF BERLIN, GERMANY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 497,672, dated May 16, 1893.

Application filed September 16, 1892. Serial No. 446,121. (No model.)

To all whom it may concern:

Be it known that I, FRIEDRICH WILHELM LEIPNITZ, a subject of the King of Prussia, and a resident of Berlin, in the Kingdom of Prussia, Germany, have invented certain new and useful Improvements in Couplings for Railway-Cars, of which the following is a specification.

The subject of the present invention is a coupling for railway cars which employs a hook and coupling chain on each car so arranged that the chain on either car may be employed for effecting the coupling, by catching it over the hook on the other car while the chain on said other car is so hung when not in use, that one link will overhang the coupling hook to which it is attached and effectually prevent the bounding out of the coupling chain in use, which might occur from unavoidable shocks to the train.

The principle of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section through the draw heads of two adjacent cars. Fig. 2 is a corresponding face view, and end elevation of one of the cars to which the coupling is applied, and Fig. 3 is a plan of the parts shown in Fig. 1.

The drawings show two railroad trucks A and B with central couplings mounted in circular bumpers.

a are coupling bolts, which are provided with projecting horns *b* for the reception of a drawing chain when either car is drawn by horses, and these bolts have eyes, *c* beneath which are formed suitable coupling hooks *d*. In the eyes *c* hang coupling chains *e* composed of an appropriate number of links, either of which chains *e* may be brought into engagement with the hook *d* of the other car. I have shown the chain *e* of the left hand car A in use for effecting the coupling of the two cars. The chain attached to the hook on the car B,

is not now connected with the hook of the other car A, but is hung at some suitable point upon the frame of its car B, in such a manner that the first joint of the unused chain closes the adjacent hook so that a displacement of the chain *e* engaged therein is impossible. The first joint of the coupling *e* therefore serves as a latch for the hook *d*, and while the coupling may be readily effected, by the other chain, the accidental jolting out is prevented.

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

1. A coupling for railway cars consisting of a pair of hooks mounted upon the cars and a chain of suitable length attached to each hook and each having one link formed to overhang the hook to which it is attached to form a latch therefor to prevent the accidental displacement of the other chain while engaged therein, substantially as set forth.

2. A coupling for railway cars consisting of the combination of a hook and a chain pivotally attached to the hook, the first link of said chain being proportioned to close the opening of the hook substantially as herein set forth.

3. In a coupling for railway cars, the combination of the vertical pin *a* mounted on the car and having at its upper end the horn *b* and at its lower end the rearwardly opening hook *d* and the chain *e* swiveled to the pin above the hook by one of its links, each link being proportioned to rest upon and close the opening of the hook, substantially as and for the purposes set forth.

In witness whereof I have hereunto set my hand in presence of two witnesses.

FRIEDRICH WILHELM LEIPNITZ.

Witnesses:

PAUL FISCHER,
JOHN B. JACKSON.