

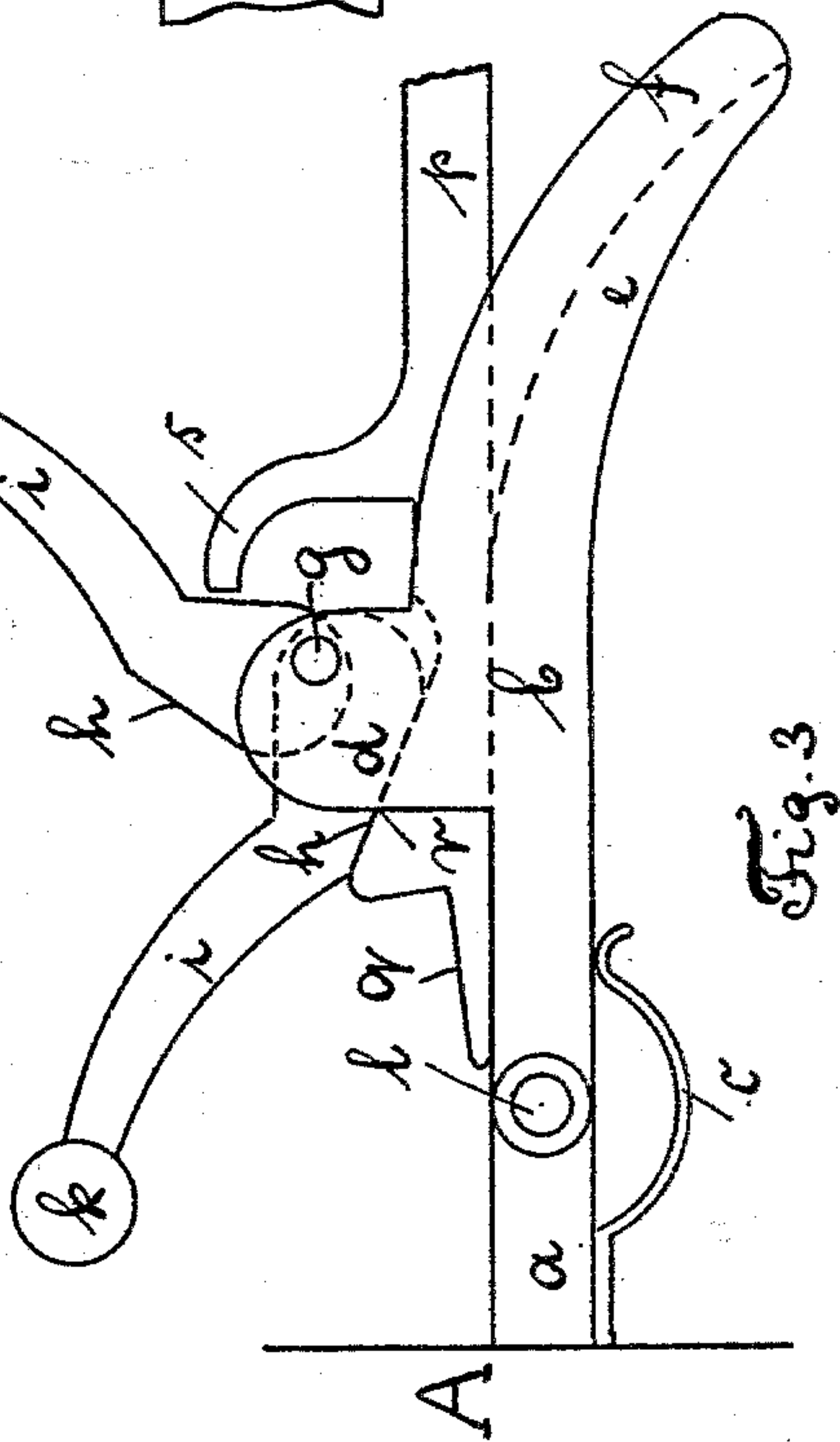
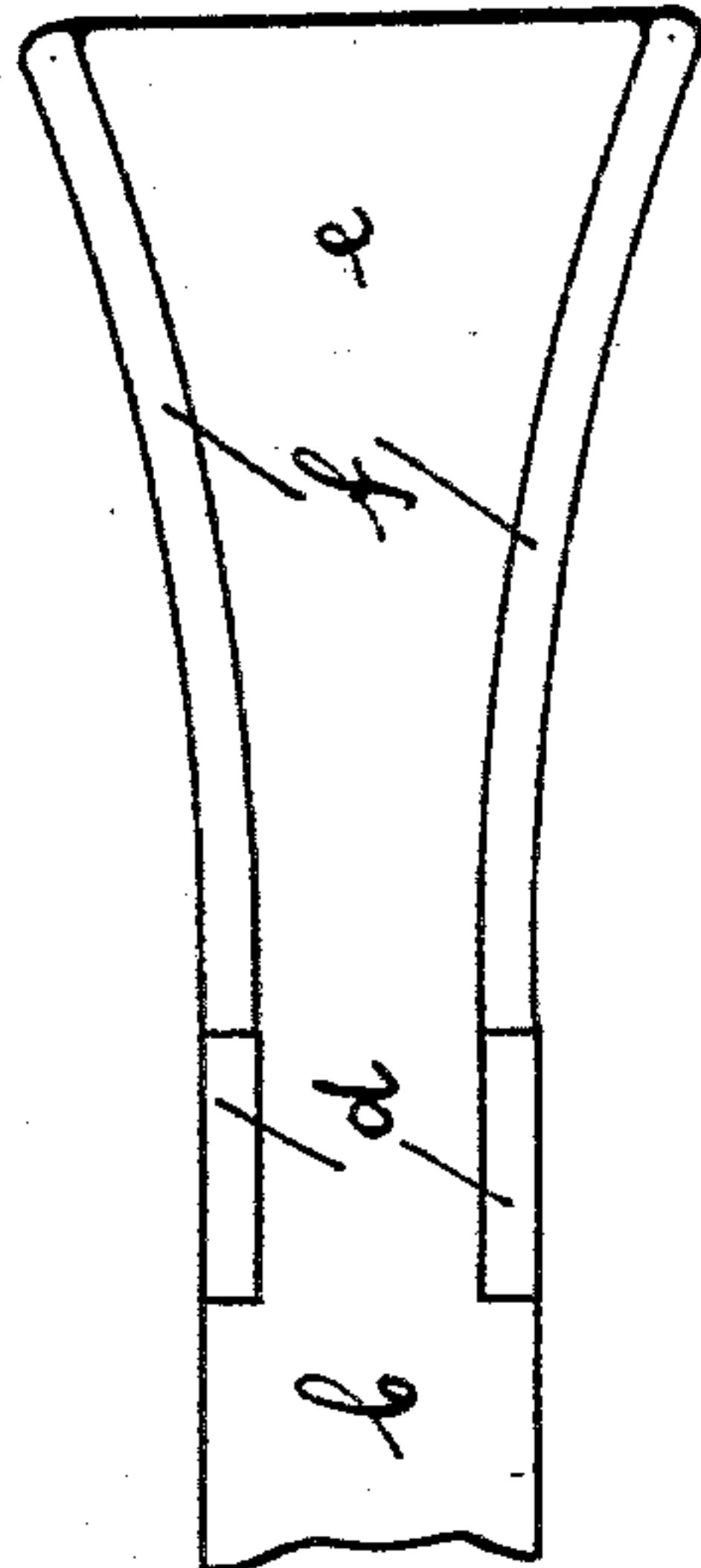
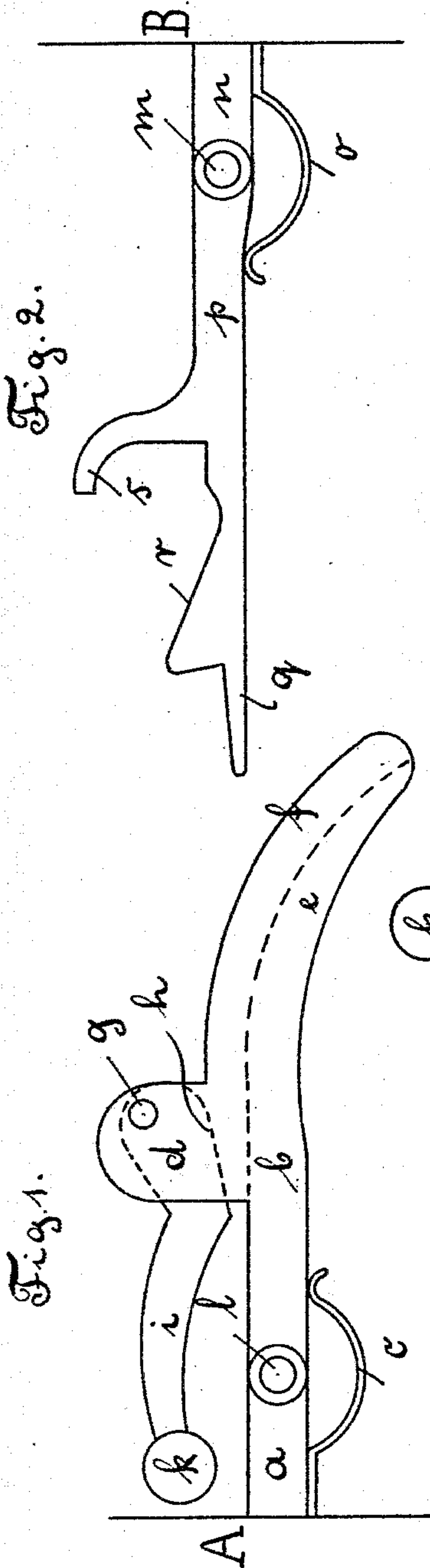
(No Model.)

2 Sheets—Sheet 1.

E. W. SCHMITZ & J. WALLMANN.
CAR COUPLING.

No. 516,123.

Patented Mar. 6, 1894.



Witnesses:

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Inventors:

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(No Model.)

2 Sheets—Sheet 2.

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CAR COUPLING.

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Fig. 6.

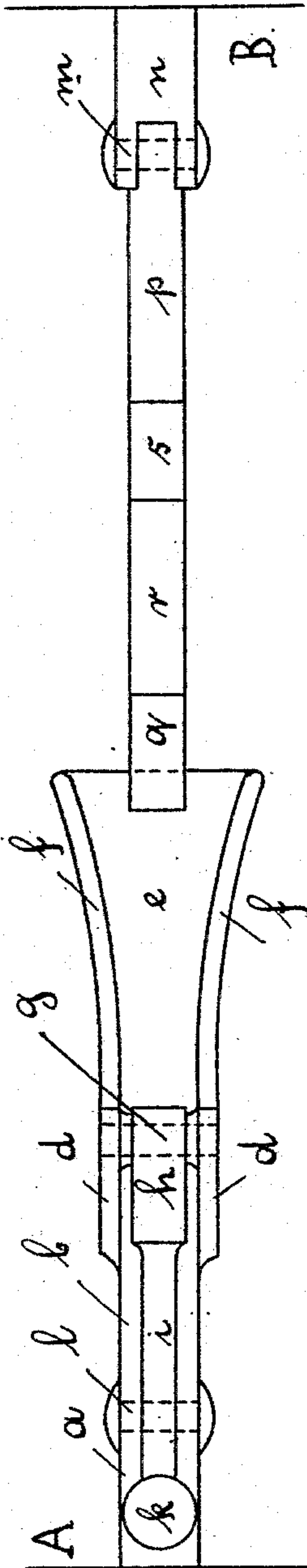


Fig. 5.

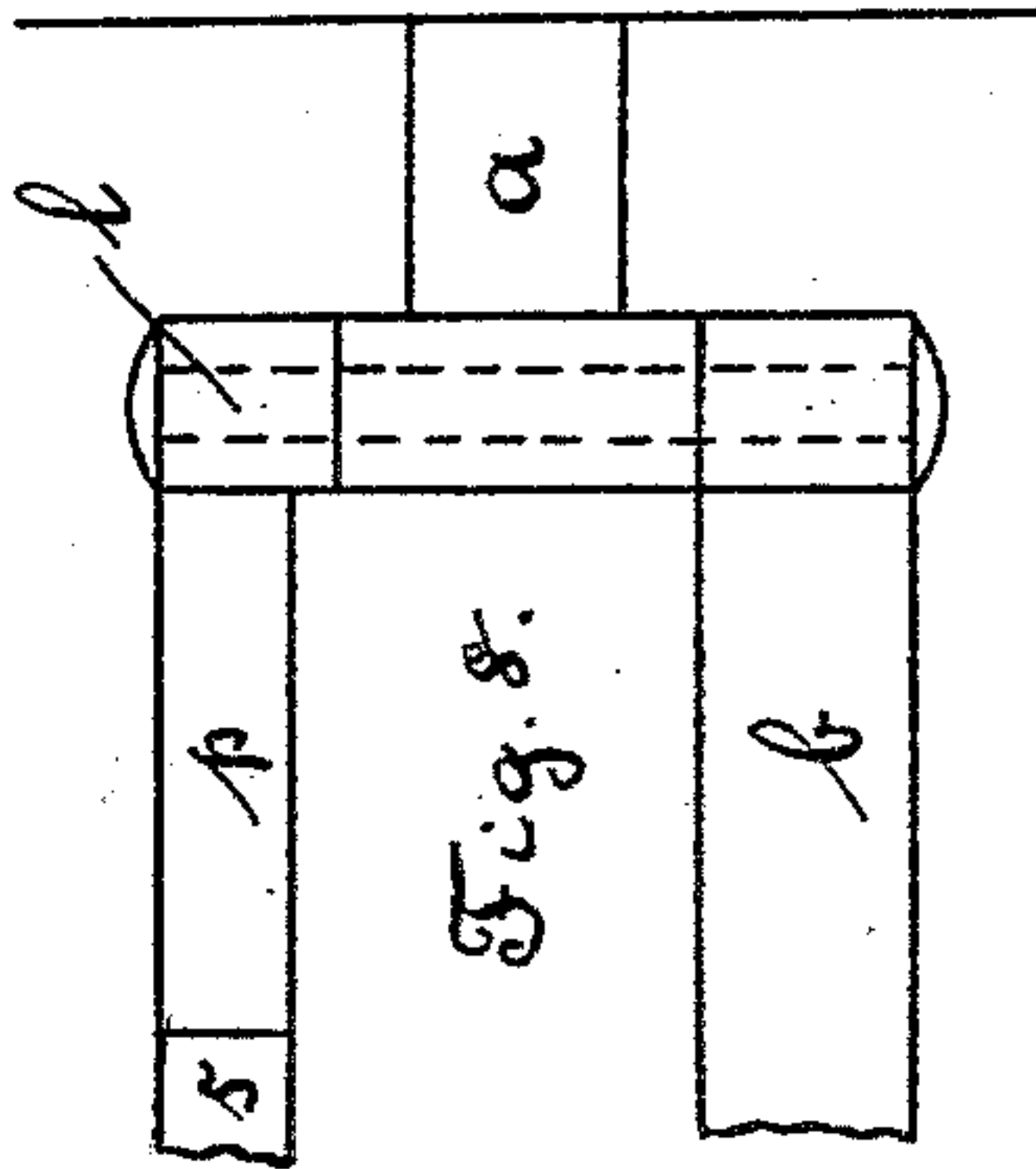


Fig. 8.

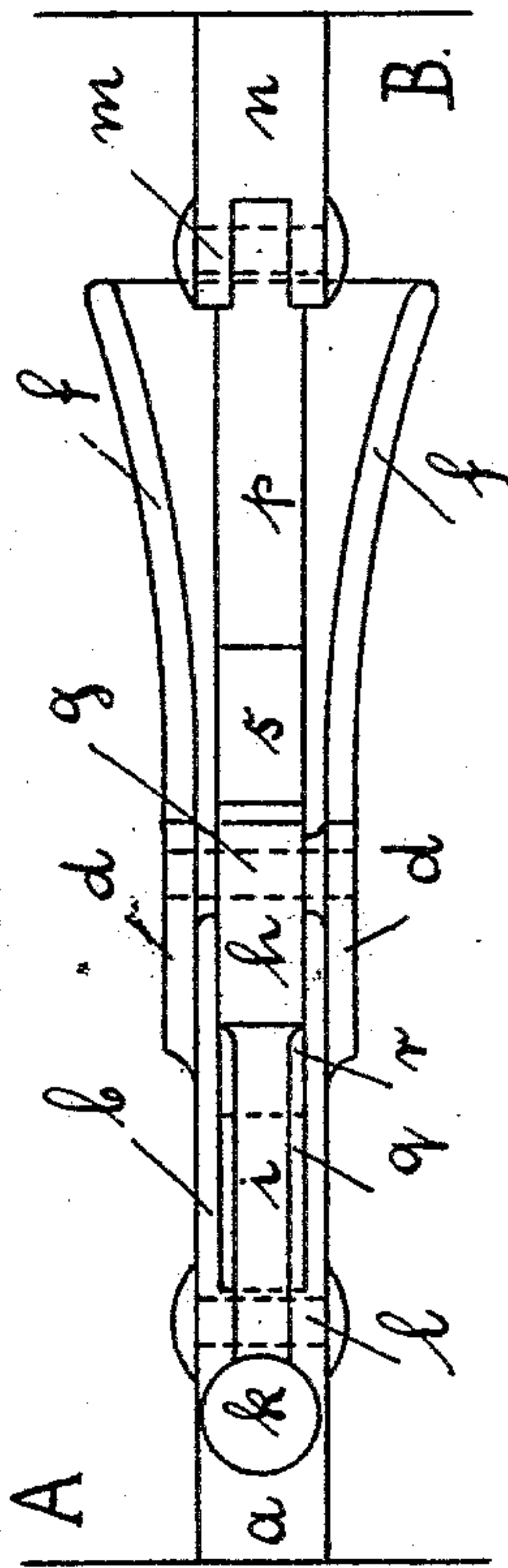


Fig. 7.

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UNITED STATES PATENT OFFICE.

ENGELBERT WILHELM SCHMITZ AND JOHANNES WALLMANN, OF BERLIN,
GERMANY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 516,123, dated March 6, 1894.

Application filed February 20, 1893. Serial No. 463,140. (No model.)

To all whom it may concern:

Be it known that we, ENGELBERT WILHELM SCHMITZ, of Annenstrasse 48, and JOHANNES WALLMANN, of Oranienstrasse, 173, Berlin, in the Empire of Germany, have invented a new and useful Improvement in Self-Acting Couplings Disengaging from the Side for Railway-Carriages; and we do hereby declare that the following is a full, clear, and exact description of the invention.

Figure 1 is a face view of the main-part A. Fig. 2 is a face view of the main-part B. Fig. 3 is a face view of the engaged coupling. Fig. 4 is a view of the inclined plane *e*.

While the many new railway-couplings are highly complicated and therefore very expensive the coupling described hereinafter is so simple as to be easily applied to any railway-carriage whatever.

It consists of two main-parts A and B, which are fixed alternately to the front-walls of the carriages. Part A has a piece *a* to which piece *b* turning round *l* is fixed. This piece *b* now carries the two flanges *d d* and in front the inclined plane *e* with flue cheeks *f f*. Around *g* turns lever *i* with weight *k* and binding-piece *h*. Part B has a piece *n* to which piece *p* is fixed turning around *m*. This piece carries parts *q*, binding-piece *r* and pressing-piece *s*. The carriages being advanced toward one another, parts *q* and *r* will slide on the inclined plane *e* between the flanges *d d* and will then press lever *i* upward passing through below it until it is thrown back by

piece *s*. The lever thus pulling back, piece *h* will come to lie on *r* and the coupling is engaged; the greater the force of drawing asunder, the tighter block *r* will press between *h* and *b*.

In order to disengage the coupling one need only reverse the lever *i* from the side of the carriage which can be easily done since the fulcrum is at the beginning of piece *h*. In order to compensate the difference of height between charged carriages and empty ones, the springs *c* and *o* have been contrived which will yield and thus bring about a correct sliding in of the coupling-parts A and B.

Having thus described our invention, what we do claim as new, and desire to secure by Letters Patent, is—

1. In a car coupling, the part B provided with the block *r* in combination with the part A having the plane *b*, and the flanges *d, d*, in which is pivoted weighted lever *i* having thereon the binding piece *h*, all substantially as described.

2. In a car coupling the hinged part B having parts *q, r* and *s*, in combination with the hinged part A, having the incline *e* and cheeks *f f*, and pivoted lever *i* and the springs *c* and *o*, all substantially as described.

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