

(No Model.)

H. G. WESEMANN.  
CAR COUPLING.

No. 551,517.

Patented Dec. 17, 1895.

FIG. 1.

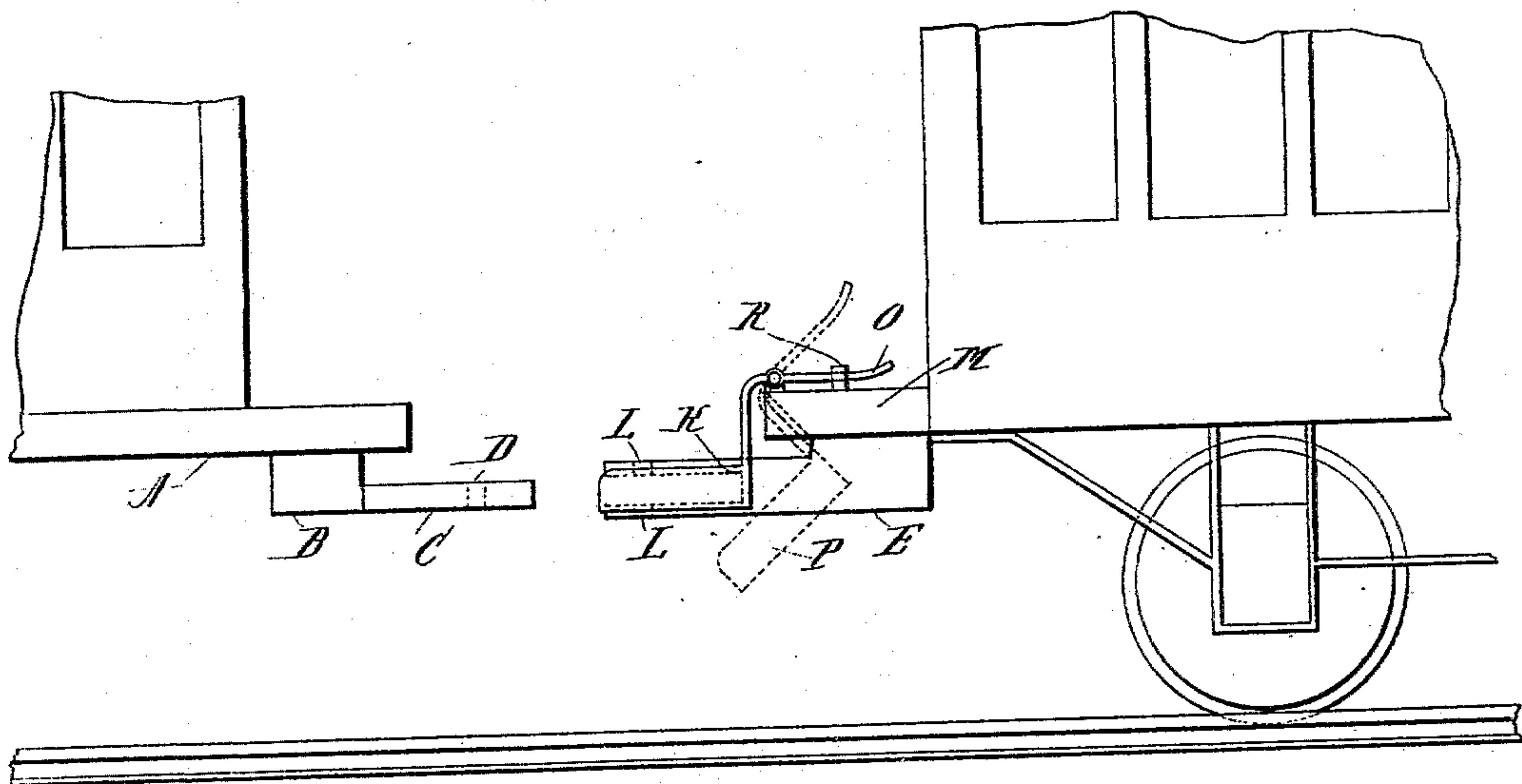


FIG. 2.

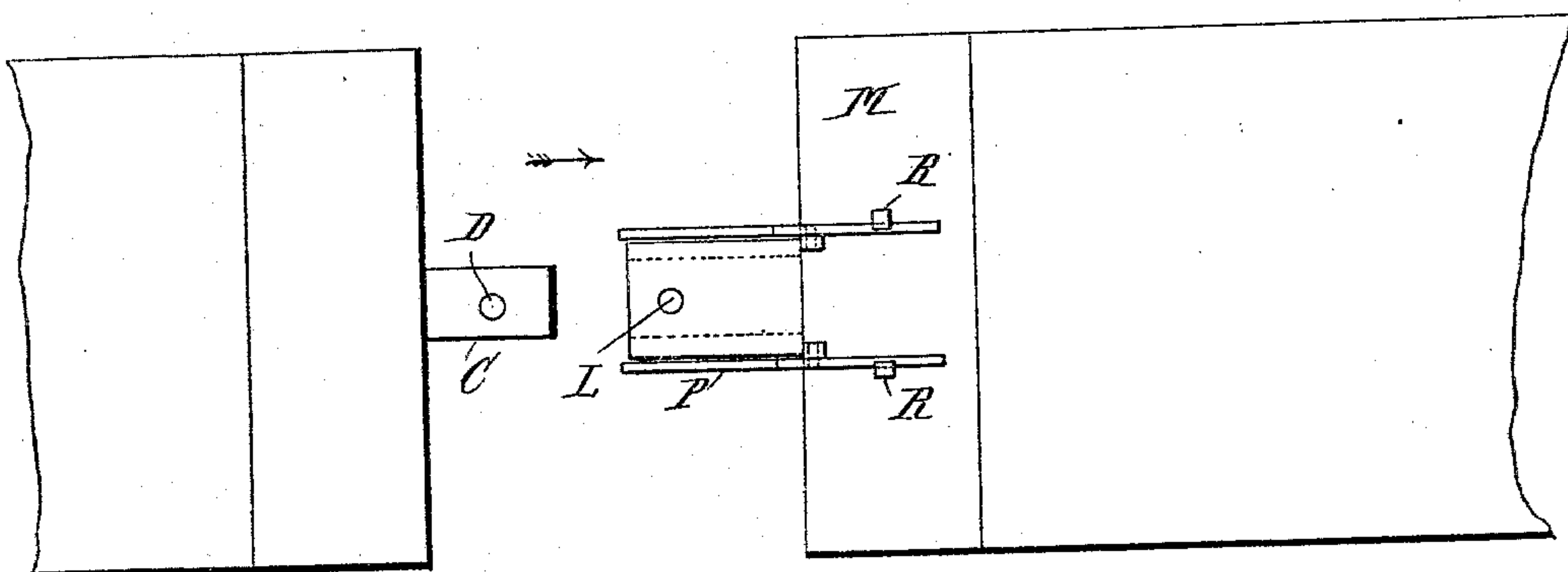
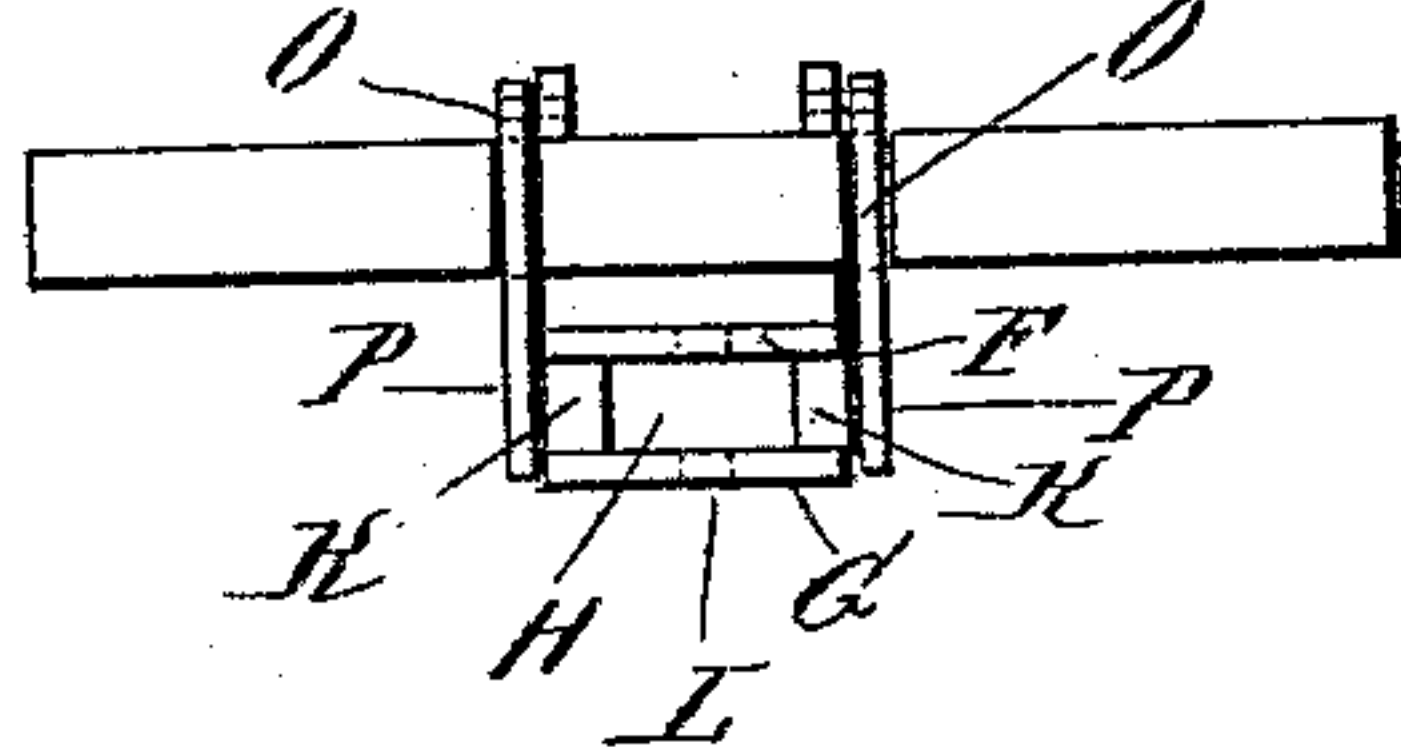


FIG. 3.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

HENRY G. WESEMANN, OF NEW YORK, N. Y.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 551,517, dated December 17, 1895.

Application filed July 10, 1895. Serial No. 555,508. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY G. WESEMANN, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to car-couplers, and the object thereof is to produce a coupler the separate parts of which are so constructed and arranged that a car may be separated from a train and turned off onto a side track or switch while the train is in motion.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 represents the adjacent ends of separate cars which are provided with my improved coupling devices; Fig. 2, a plan view of the platform of the cars, showing the arrangement of the coupling devices; and Fig. 3, an end view of one of the cars, looking in the direction of the arrow in Fig. 2.

In the practice of my invention I secure beneath the platform or body of one of the cars, as at A, a coupling-bar B, provided with an extension C, having a vertical aperture or hole D, and to the adjacent car is secured a supplemental coupling device or bar E, having top and bottom extensions F and G and a central opening H, the sides thereof being cut away backwardly to almost the length of the extension C of the coupler B, as shown at K, the cut-away portions of the sides extending backward to the end of the dotted lines at K in Fig. 1, and the top and bottom plates F and G of the coupler E are each provided with a vertical hole or aperture L.

Pivotally connected with the top of the platform M are crank-arms O, one being provided for each side of the coupler E, and the lower ends of these crank-arms are provided with plates P, which are designed to close the sides of the opening between the plates F and G, as shown in Figs. 1 and 3, and hooks R, of any desired form of construction, are

provided, by which the arms P are held in the positions shown in said Figs. 1 and 3.

The cars are coupled in the usual manner, the shaft or extension C entering the space between the plates F and G, and said plates and the shaft or extension C being secured together by means of a coupling-pin, as will be readily understood.

Whenever it is desired to uncouple the cars, and to start one of them upon a side track or switch without stopping the train, the arms O are loosened from their supports R and dropped into the position shown in dotted lines in Fig. 1, the coupling-pin not shown is withdrawn, and when the car takes the side track or switch the extension C of the coupling-bar B is withdrawn sidewise from the bar E, as will be readily understood, and by this means a car may be switched or sidetracked without stopping the train. It is not necessary to drop both the arms O in this operation, as the one on the side toward which the uncoupled car is moving is the only one that will be necessary to drop; but it will be understood of course that either or both of said arms may be loosened from their supports or hooks R, if desirable.

It will thus be seen that I accomplish the object of my invention by means of a simple and effective construction and which is not expensive when compared with other forms of couplers.

It is evident that changes in the form, construction and arrangement of the various parts of my improved coupler may be made without departing from the spirit of my invention, and I therefore reserve the right to make such alterations therein as fairly come within the scope of the invention.

Having fully described my invention, I claim and desire to secure by Letters Patent—

1. A coupler for cars, consisting of separate bars or attachments one of which is connected with each car, and one of which is provided with an end opening closed at the top and bottom and open at the sides, and the other with a shaft or extension adapted to be inserted into said opening, and to be secured thereto by means of a pin or other-



wise, and pivotally supported plates adapted to close the sides of the opening into which said shaft or extension is inserted, substantially as shown and described.

- 5 2. In a car coupler, the combination of separate coupling devices or bars, one of which is connected with each car, and one of which is provided with an end opening closed at the bottom and open at the sides, and  
10 plates pivotally supported and adapted to close said side openings, and the other of which is provided with a shaft or extension

adapted to be inserted into said opening and secured therein by means of a coupling pin in the usual manner, substantially as shown 15 and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 6th day of July, 1895.

HENRY G. WESEMANN.

Witnesses:

L. M. MULLER,

M. A. KNOWLES.