

No. 626,007.

Patented May 30, 1899.

K. C. MÉSZÁROS.  
COUPLING FOR RAILWAY WAGONS, &c.

(Application filed Dec. 13, 1898.)

(No Model.)

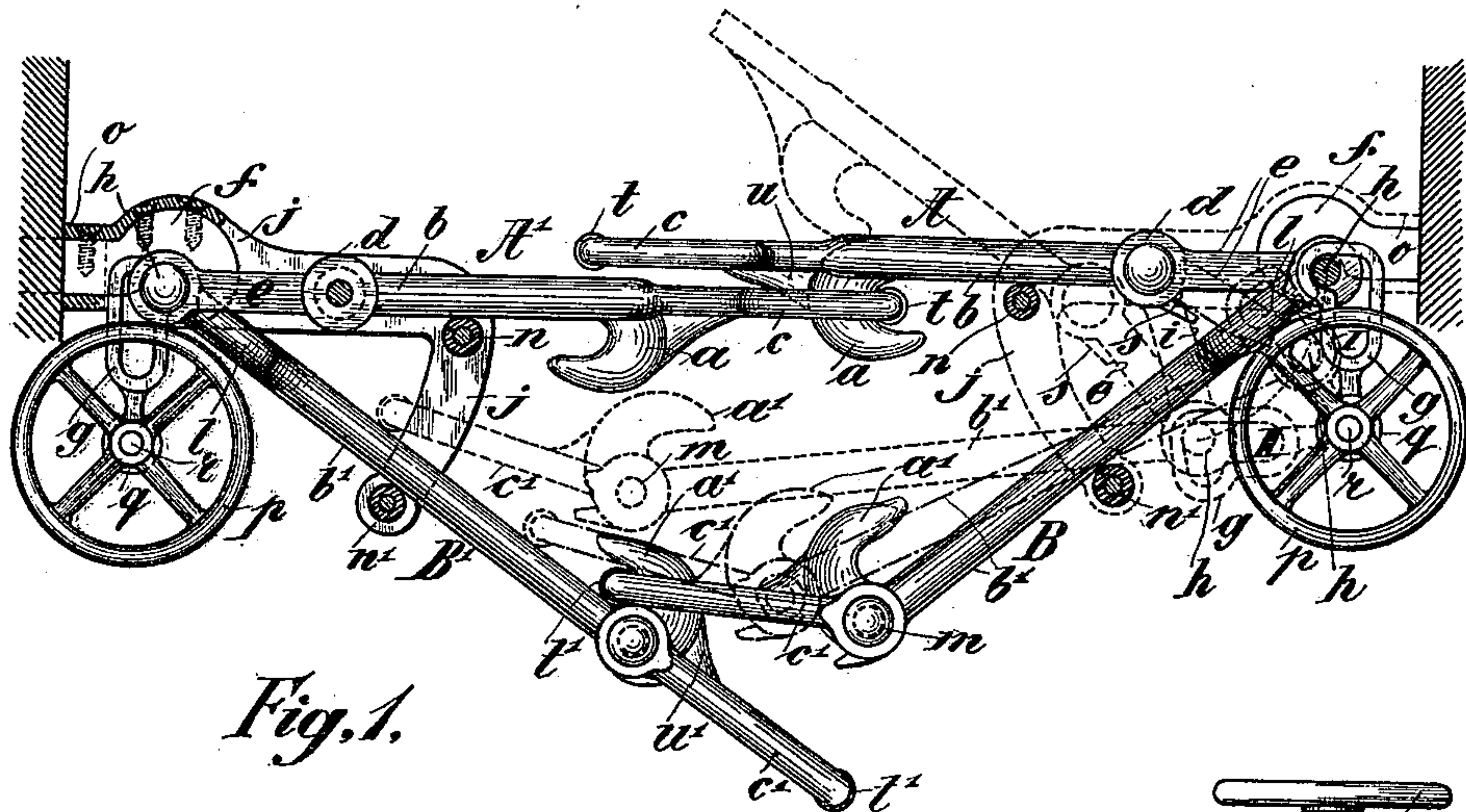


Fig. 1.

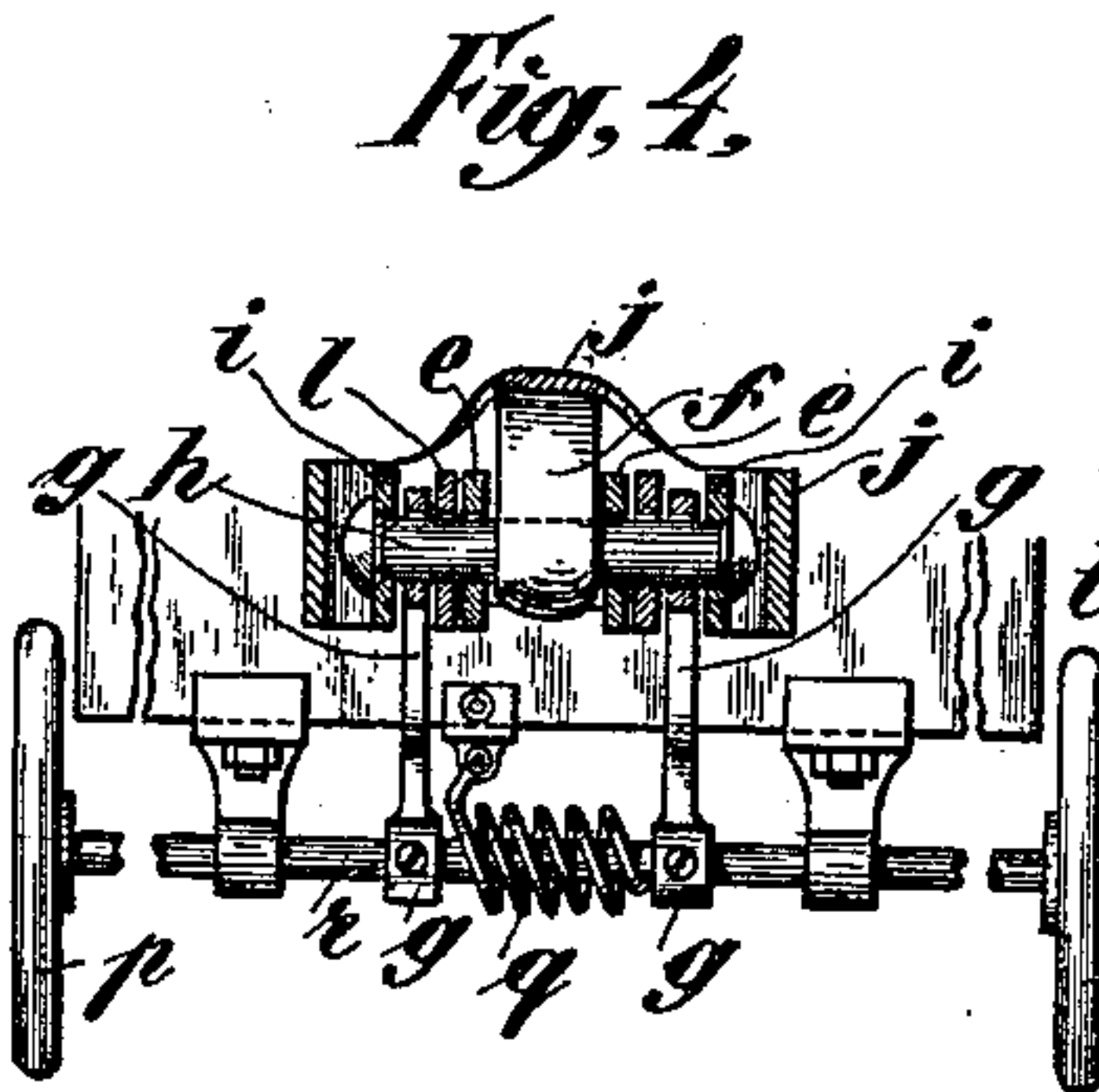


Fig. 4.

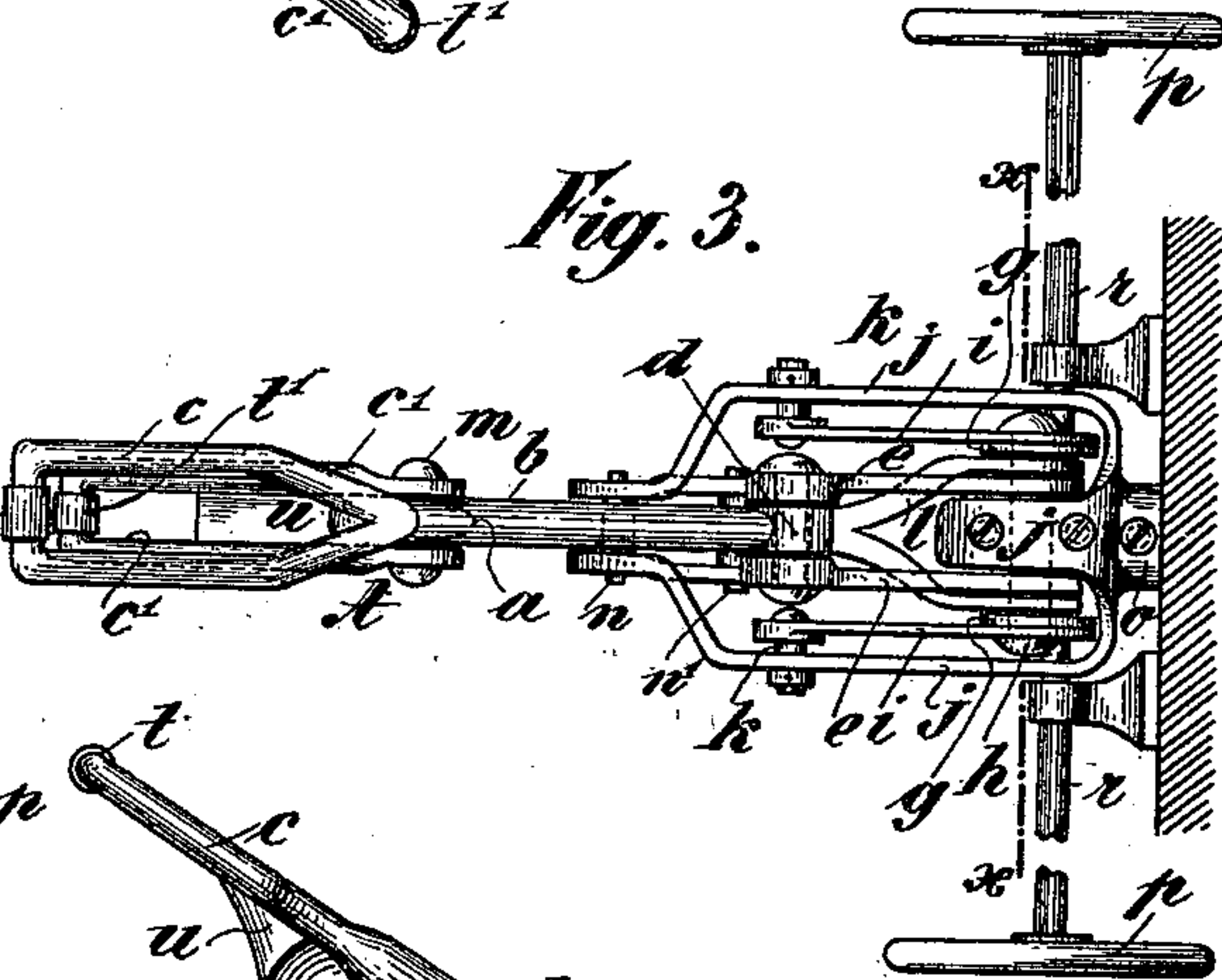


Fig. 3.

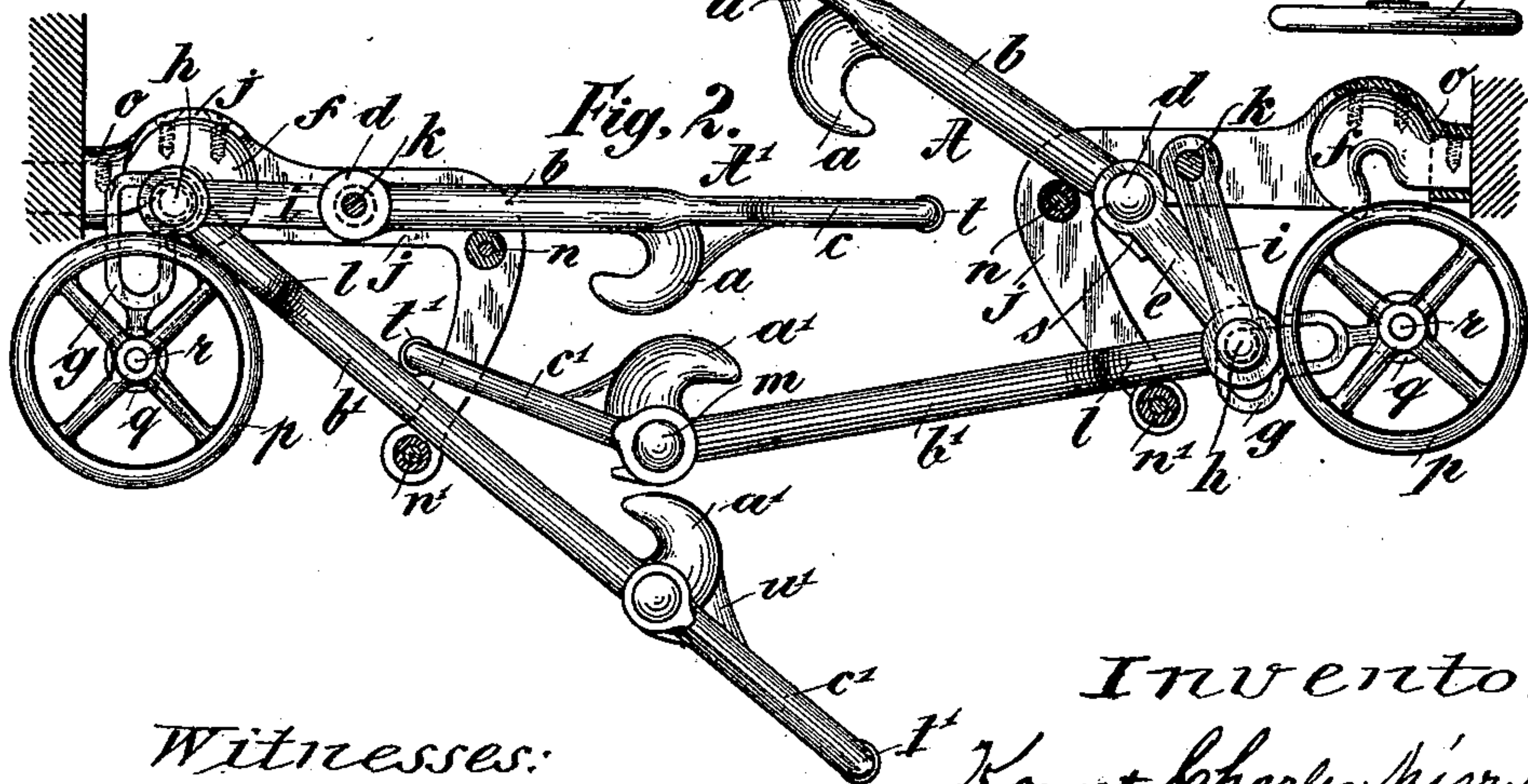


Fig. 2.

Witnesses:

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By

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# UNITED STATES PATENT OFFICE.

KANUT CHARLES MÉSZÁROS, OF MÁRIA-RADNA, AUSTRIA-HUNGARY.

## COUPLING FOR RAILWAY-WAGONS, &c.

SPECIFICATION forming part of Letters Patent No. 626,007, dated May 30, 1899.

Application filed December 13, 1898. Serial No. 699,174. (No model.)

*To all whom it may concern:*

Be it known that I, KANUT CHARLES MÉSZÁROS, priest of the Franciscan order, of the town of Mária-Radna, in the county of Arad, Kingdom of Hungary, Empire of Austria-Hungary, have invented new and useful Improvements in Couplings for Railway-Wagons and other Vehicles Operated from the Side, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side view of the same coupled. Fig. 2 is a side view of the same uncoupled. Fig. 3 is a top view of one side of the coupling. Fig. 4 is a section from  $xx$  in Fig. 3.

The coupling-pieces, each of which is similarly attached to the wagon end, consist of the coupling  $A A'$  and the reserve coupling  $B B'$ , the latter being worked simultaneously with the former. The coupling consists of a bar  $b$  on either side provided with a loop  $c$  on the fore end, a coupling-hook  $a$ , and an axle  $d$  on the rear end, to which axle two links or levers  $e$  are movably attached. These two links or levers are rotatably attached to a bolt  $h$ , which is retained in the traction-hook  $f$  by two grooves or slots  $g$ , formed in the arms  $g'$ . This bolt  $h$  has on either extremity a lever  $i$ , which is rotatably attached to a pin  $k$ , fixed in the frame  $j$ . On the bolt  $h$  there is also movably attached, by means of a fork  $l$  on either side of the traction-hook, the bar  $b'$ , which has the reserve coupling-hook  $a'$  and also the loop  $C'$  rotatably attached at  $m$ . The bars  $b b'$  are stopped by rollers  $n n'$  in the frame  $j$ , while the frame  $j$  is fixed to the traction-hook by means of screws and a casing  $O$ .

In order to loosen the coupling, as shown in Fig. 1, the coupling-hook  $a$  is freed from the loop  $C$  and the other coupling-piece  $A'$  attached to it, while the loop  $C'$  is freed from the coupling-hook  $a'$  by means of a hand-wheel  $p$  at the side. This is effected in the following way: By the revolution of the hand-wheel  $p$  an axle  $r$ , controlled by a spring  $q$  and attached to the wagon end, is revolved. This axle  $r$  has two arms  $g'$  affixed to it provided with grooves or slots  $g$ , which inclose the bolt  $h$ . Accordingly when the grooves  $g$  revolve the bolt  $h$  is freed and now slides

downward along the grooves and reaches the dotted position  $I$ . By this means the levers  $e$  and  $i$  revolve around  $d$  and  $k$ , respectively, in the dotted position Fig. 1, whereupon the levers  $e$  come to rest on a projection  $s$  of the bar  $b$ . Simultaneously the bar  $b'$  of the reserve coupling, which is attached to the bolt  $h$  by means of the fork  $l$ , is raised as it slides over the roller  $n'$  and revolves around it into the dotted position  $I$ , Fig. 1. If now the revolution of the hand-wheel is continued, the grooves reach position Fig. 2. The lever  $l$ , by means of the projection  $s$  of the bar  $b$ , pushes the latter somewhat forward, makes it revolve around the roller  $n$ , and thus raises it out of the loop  $C$  of the coupling-piece  $A'$ , Fig. 2. The wagon can now be pushed away and the hand-wheel released, thereby bringing the coupling parts again into the original position.

The same process is gone through in coupling. The wagon is brought up, the hand-wheel is revolved to position Fig. 2, and the coupling is effected by releasing it.

Coupling may also be effected automatically, since when the ends of the coupling parts come together the loop  $C$  of the part  $A'$  raises the coupling-hook  $A$  of the part  $A'$ , a guiding-roller  $t$  being provided, which passes under a nose  $U$  of the coupling-hook  $a$ , raising this until it engages the loop  $C$ . Similarly the loop  $C'$  of the reserve coupling, with its guiding-roller  $t'$ , passes along  $U'$  until it engages the coupling-hook.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is—

1. A car-coupling comprising a traction-hook carried by the car and having a frame extension, a combined coupling-hook and link having a sliding bearing on said frame, a bolt adapted to removably engage said hook and having a link connection with said frame, a link connection between said bolt and the rear end of the coupling-hook, a second combined coupling-hook and link also having a sliding bearing on said frame and having its rear end pivotally connected to said bolt and means for operating said bolt, substantially as described.

2. A car-coupling comprising a traction-

hook carried by the car and having a frame extension, a combined coupling-hook and link having a sliding bearing on said frame, a bolt adapted to removably engage said hook and  
5 having a link connection with said frame, a link connection between said bolt and the rear end of the coupling-hook, a second combined coupling-hook and link also having a sliding bearing on said frame and having its rear end  
10 pivotally connected to said bolt, a spring-pressed rock-shaft journaled beneath said

frame and extending to the side of the car, and arms carried by said rock-shaft having slots engaging said bolt, substantially as described.

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

KANUT CHARLES MÉSZÁROS.

Witnesses:

AKIR PETRIK,  
LÁZÓ BARIÉS.