

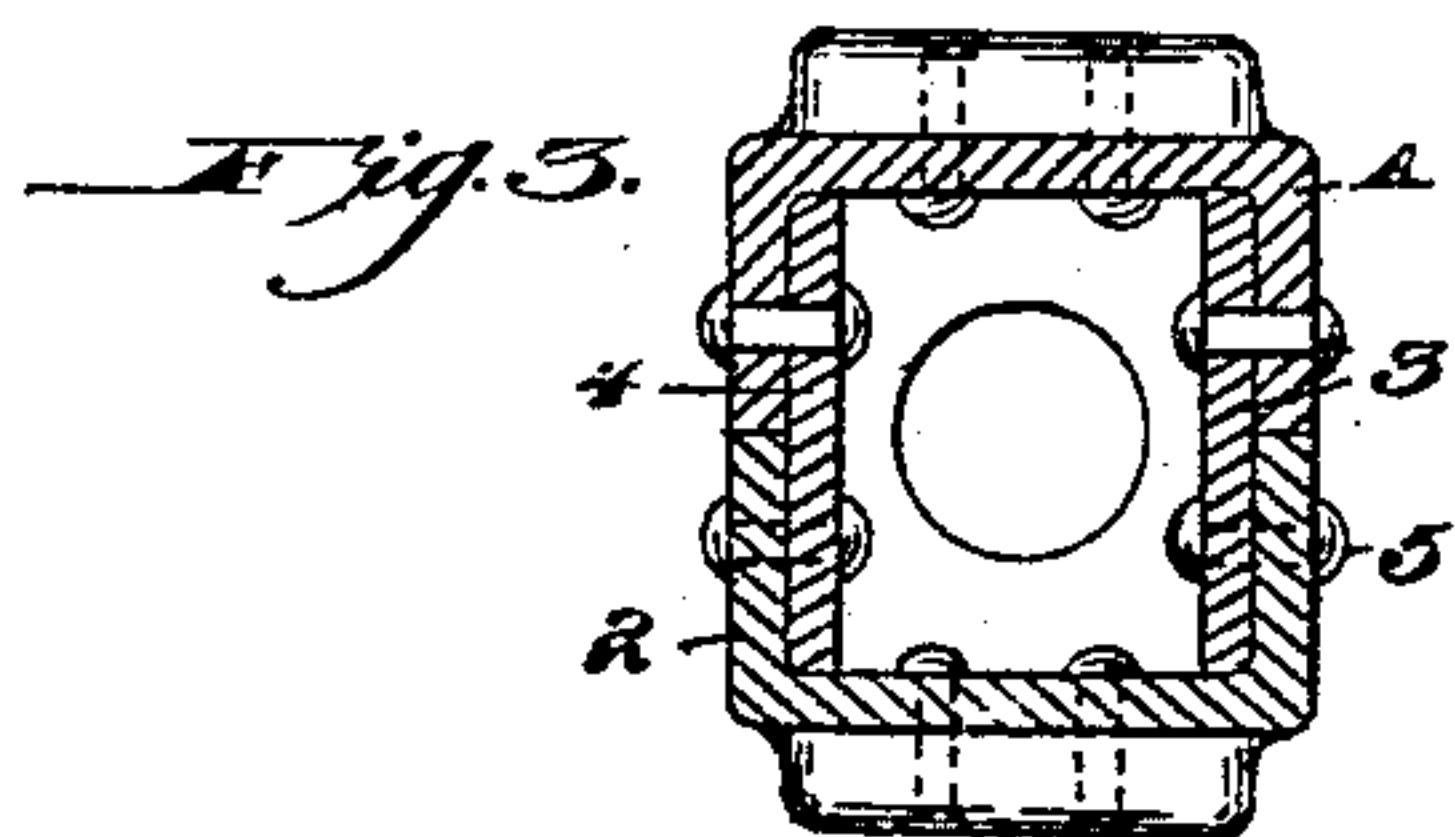
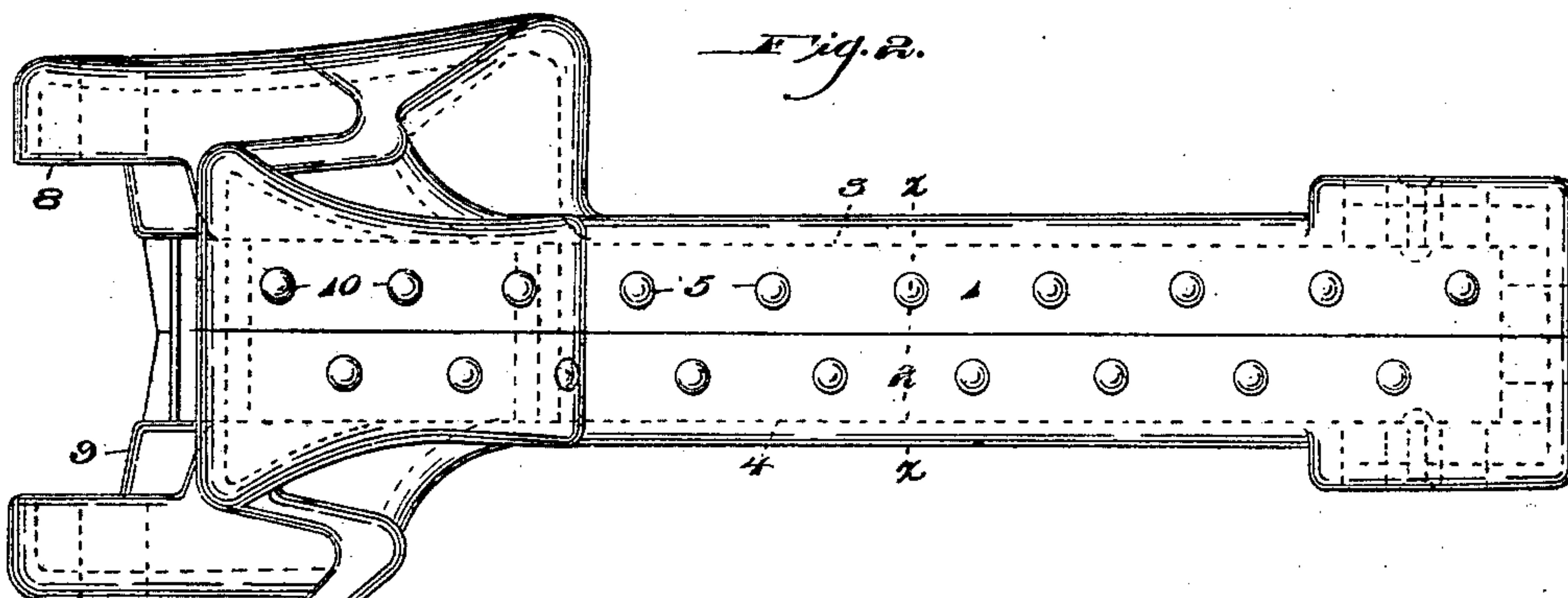
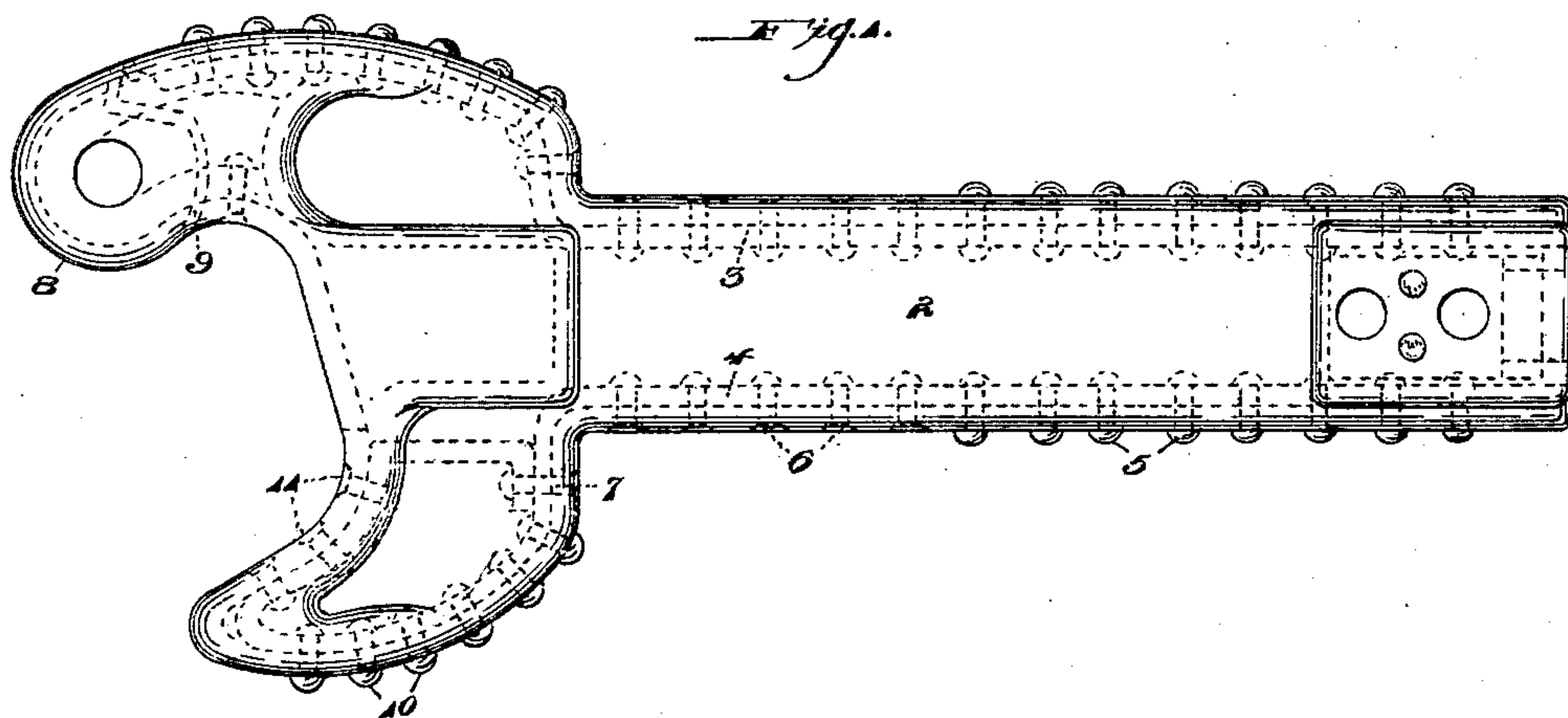
No. 638,780.

Patented Dec. 12, 1899.

H. A. WEBER.
CAR COUPLING.

(Application filed Dec. 10, 1898.)

(No Model.)



WITNESSES:

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HERMAN A. WEBER, OF PITTSBURG, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 638,780, dated December 12, 1899.

Application filed December 10, 1898. Serial No. 698,815. (No model.)

To all whom it may concern:

Be it known that I, HERMAN A. WEBER, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain new and useful improvements in car-couplers.

The object of my invention is to construct a car-coupler of a series of pressed-steel plates.

A further object of my invention is to construct a pressed-steel car-coupler formed of two sections having a series of strengthening-plates made of pressed steel suitably secured thereto.

A further object of my invention is to construct a car-coupler of pressed steel with the coupling-plug and guard-arm strengthened by a pressed-steel plate to overcome the weakness existing in couplers at that point heretofore in use.

A further object of my invention is to construct a metallic car-coupler, the several parts forming the same being constructed of pressed steel.

My invention finally consists in the novel combination and arrangement of parts hereinafter more fully described, and particularly pointed out in the claims.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, wherein like numerals of reference indicate corresponding parts throughout the several views thereof, and in which—

Figure 1 is a top plan view of my improved coupler. Fig. 2 is a side view thereof. Fig. 3 is a vertical sectional view taken on the line *x x*, Fig. 2.

I construct my improved coupler of pressed steel; and it consists of an outer shell or casing formed in two sections, in which is arranged strengthening-plates, also composed of pressed steel.

Referring to the drawings by reference-numerals, 1 and 2 indicate the sections forming the hollow casing. This casing is shaped to the usual form of the ordinary coupler and is

secured together by means of the strengthening-plates 3 4, which are formed of pressed steel. The strengthening-plates 3 4 are rigidly secured to the sections 1 and 2 by means of the rivets 5. On the barrel of the coupler a portion of the rivets' heads is formed on the outer edge thereof and a portion of the barrel is countersunk to receive the heads of the rivets, as at 6, forming a smooth surface, as shown in Fig. 1 of the drawings. The free end of the coupler is provided with the strengthening-plates similar to the plates 3 4; but these plates extend upon the inner face of the shell of the casing and are bent inwardly in the guard-arm portion of the coupler, and this bent end is secured to the inner edge of the guard-arm portion of the coupler, as shown at 7 in dotted lines in Fig. 1.

The knuckle-pin-securing portion 8 is provided with a strengthening-plate, which is a continuation of the strengthening-plate for the barrel, as shown in dotted lines in Fig. 1, and is also provided with a strengthening-plate, as shown in dotted lines in Fig. 1, at 9, which extends across the same on its inner face.

It will be observed that the strengthening-plates for the outwardly-extending part of the coupler are secured in position by means of the rivets, a portion of the rivets 10 having the heads on the outer face of this portion, as shown, and a portion of this part being countersunk to receive the heads of the rivets to give the outer edge a smooth surface, as at 11. It will be observed that by the arrangement of these strengthening-plates made of pressed steel in the shell of the coupler the same will overcome the defect in couplers now in use—that is, weakness—the couplers now in use being liable to break at knuckle-pin support and the guard-arm and the barrel.

It will be observed that the pocket formed on the inner end of the coupler for securing the spring used to assist the buffing of the coupler is also formed with strengthening-plates, which are secured in the same manner as heretofore stated. The casing at the spring-pocket is provided with a series of holes to receive the desired bolt.

It will be noted that various changes may

be made in the details of construction without departing from the general spirit of my invention.

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

10 1. As a new article of manufacture, a car-coupler composed entirely of pressed steel and formed in two equal sections secured together by pressed-steel plates riveted to the inner faces of the sections and conforming to the shape of the knuckle, guide-arm and barrel of the coupler, substantially as described.

15 2. A car-coupler comprising a barrel, a knuckle and a guide-arm formed integral and constructed of two equal sections of pressed steel, combined with pressed-steel strength-

ening-plates secured to the inner faces of said barrel, knuckle and guide-arm, and securing the two sections together, substantially as described. 20

3. A car-coupler composed of pressed steel and constructed in two sections, combined with pressed-steel strengthening-plates which extend from end to end of the coupler and are securely fastened or otherwise riveted thereto for securing the said sections together, substantially as described. 25

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

HERMAN A. WEBER.

Witnesses:

JOHN NOLAND,

J. P. APPLEMAN.