

No. 755,652.

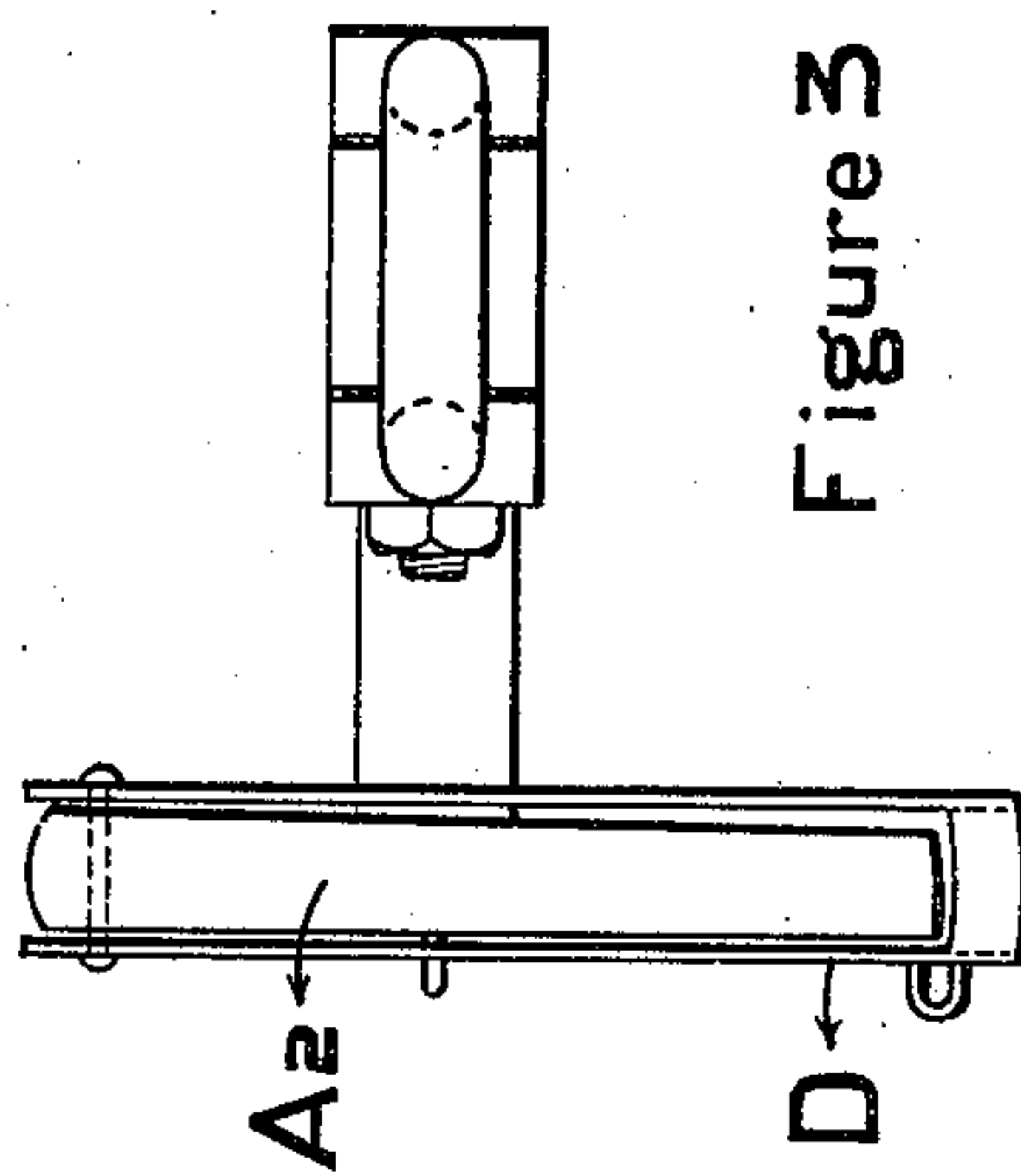
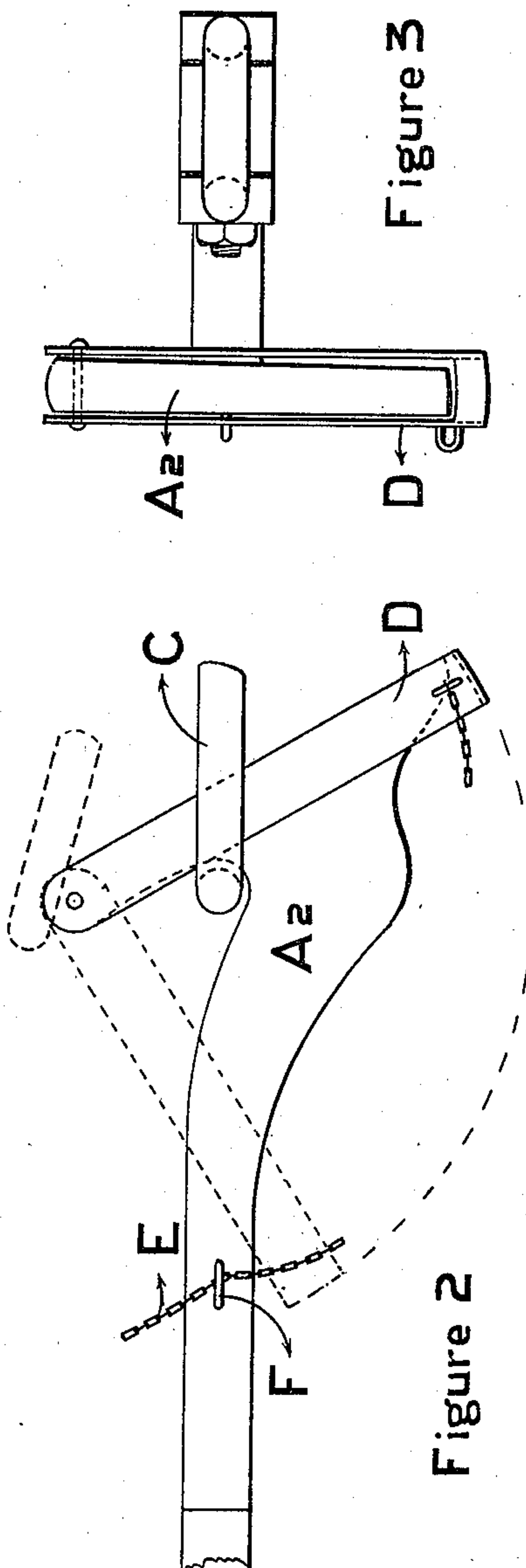
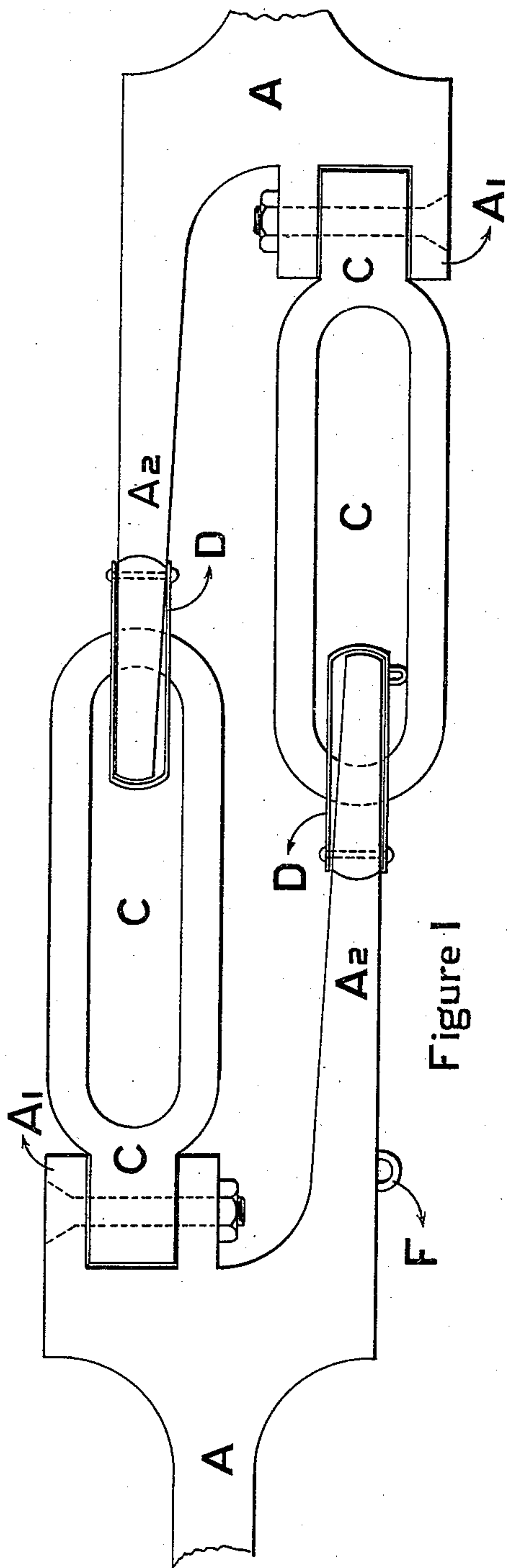
PATENTED MAR. 29, 1904.

D. GREENBURY.  
COUPLING.

APPLICATION FILED APR. 2, 1903.

NO MODEL.

4 SHEETS—SHEET 1.



Witnesses.

Frank H. Davis

James M. Tully

Inventor.  
David Greenbury  
per Geo Haseltine.  
Attorney.

No. 755,652.

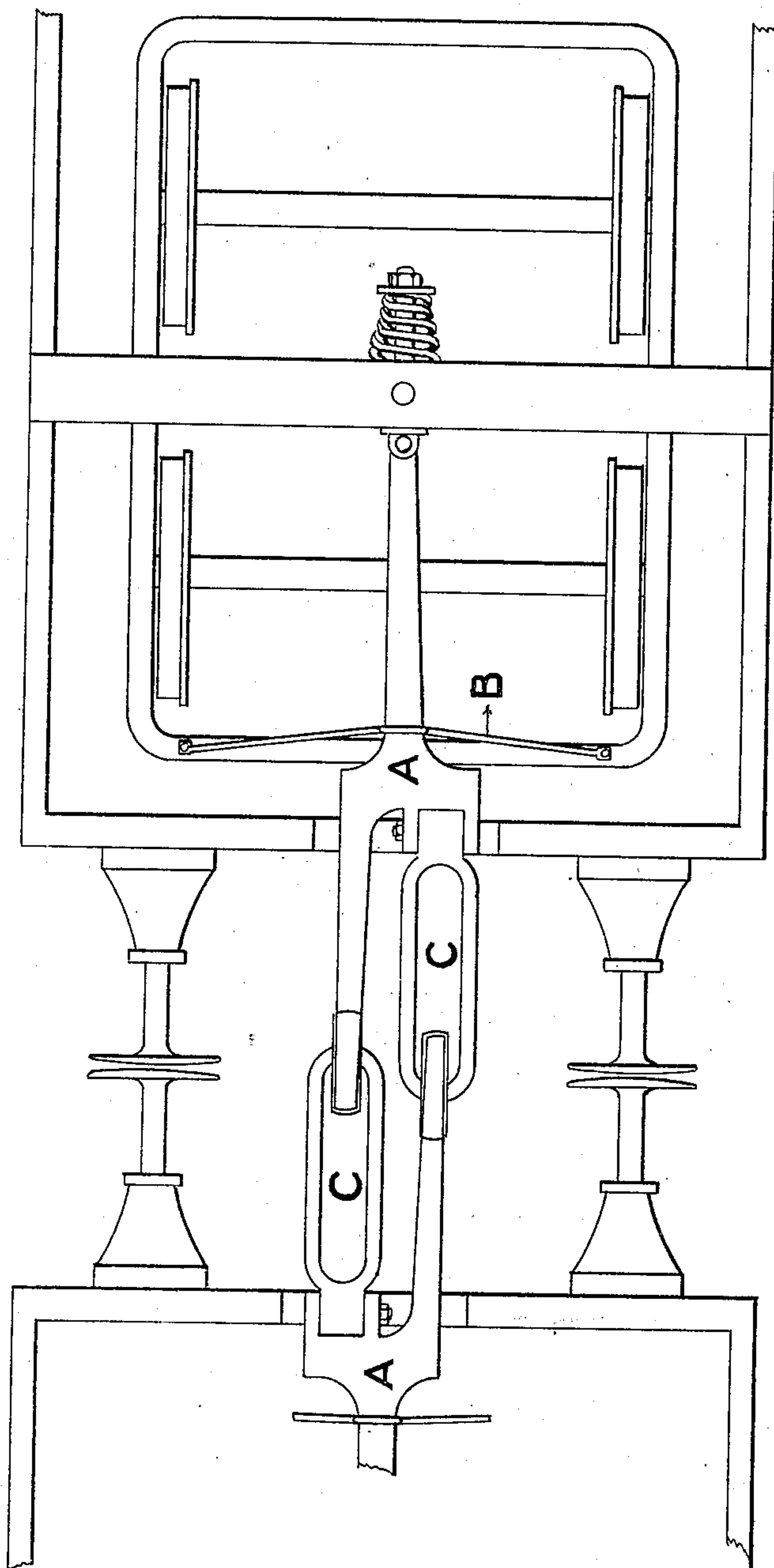
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NO MODEL.

4 SHEETS—SHEET 2.



Witnesses,  
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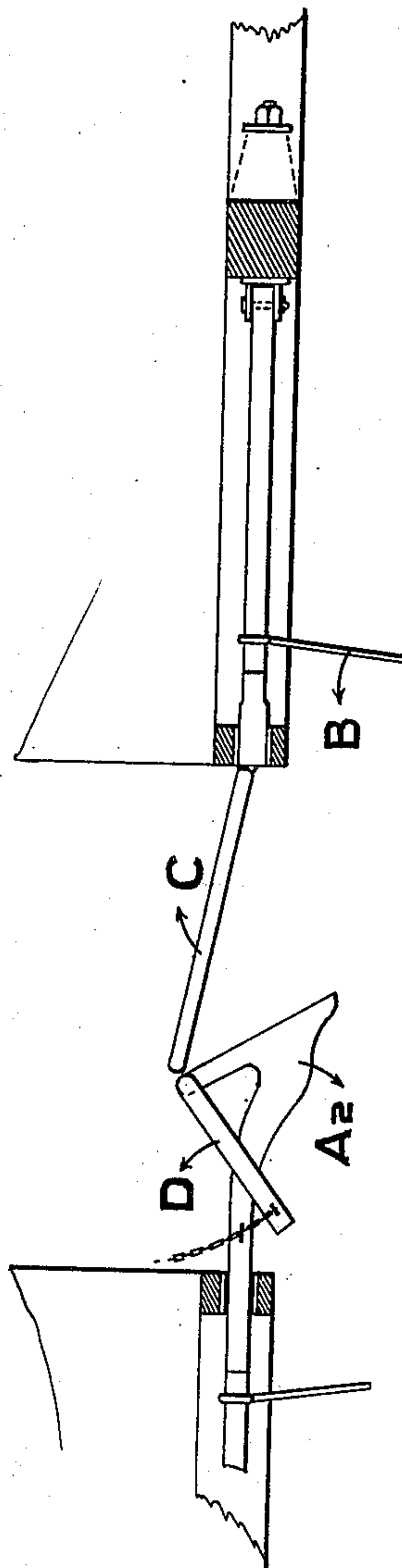
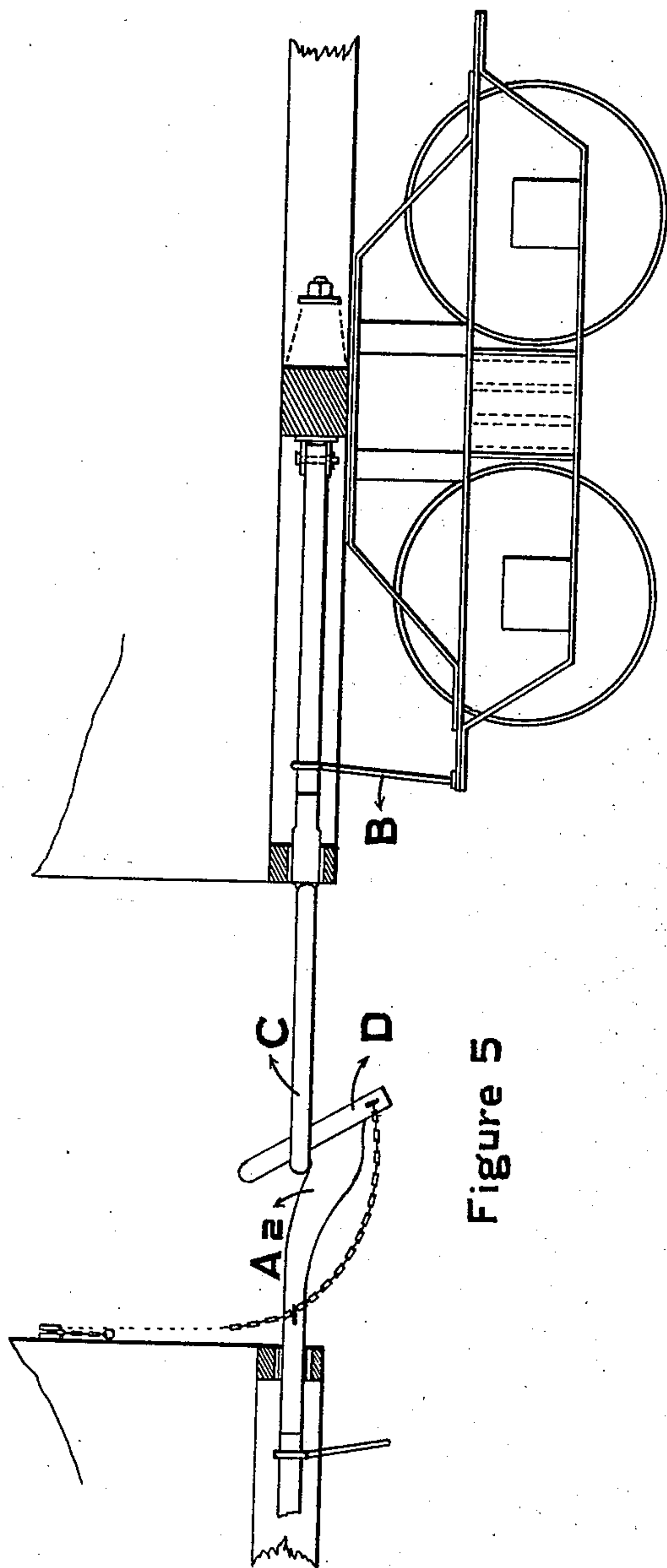
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NO MODEL.

4 SHEETS—SHEET 3.



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4 SHEETS—SHEET 4.

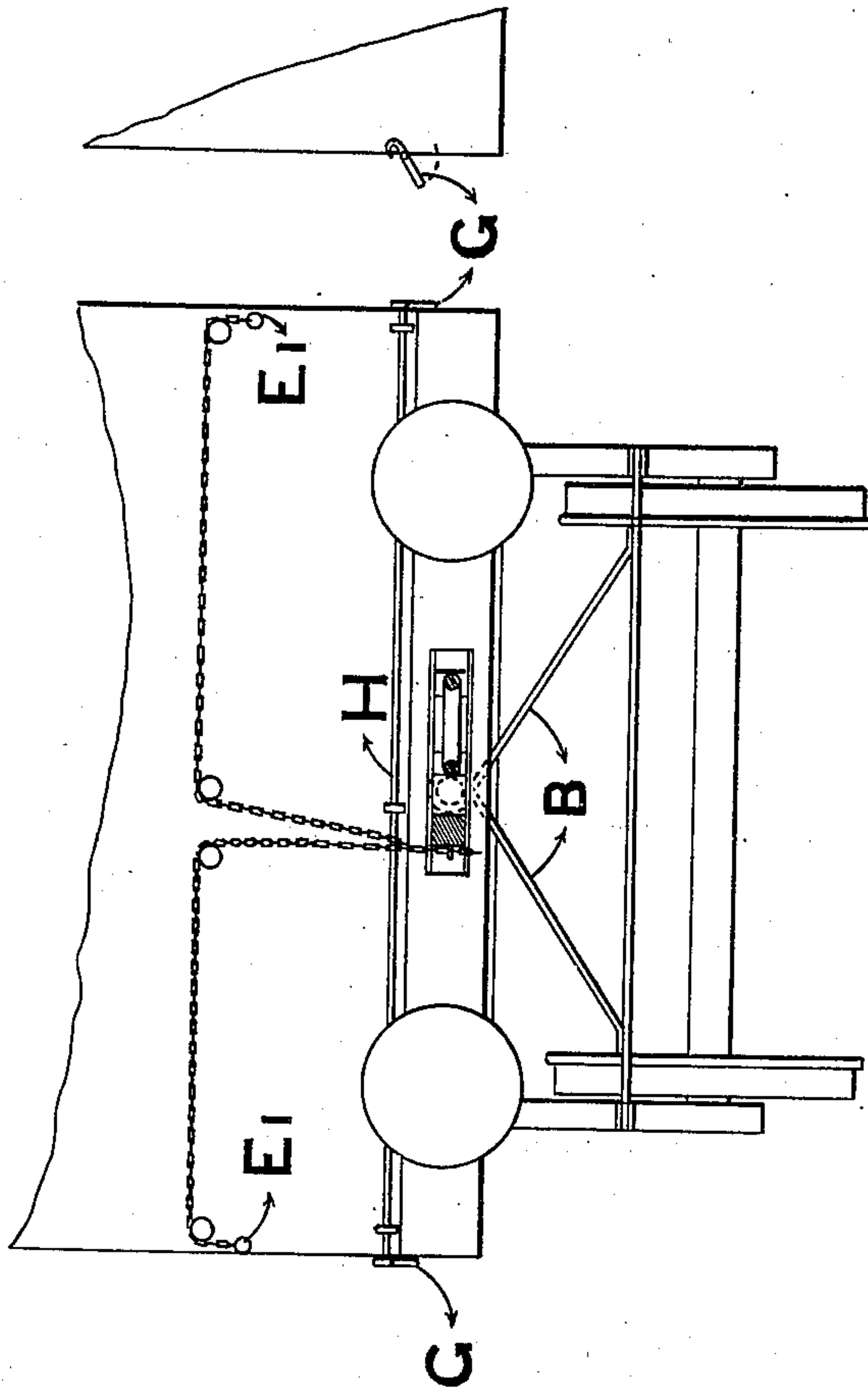


Figure 7

Witnesses  
Frank H. Davis  
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David Greenbury  
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Attorney



# UNITED STATES PATENT OFFICE.

DAVID GREENBURY, OF MORAYFIELD, QUEENSLAND, AUSTRALIA.

## COUPLING.

SPECIFICATION forming part of Letters Patent No. 755,652, dated March 29, 1904.

Application filed April 2, 1903. Serial No. 150,768. (No model.)

*To all whom it may concern:*

Be it known that I, DAVID GREENBURY, a subject of the King of the United Kingdom of Great Britain and Ireland, and a resident of Morayfield, in the State of Queensland, Commonwealth of Australia, have invented certain new and useful Improvements in Automatic Couplings for Railway Wagons and Carriages, of which the following is a specification.

This invention relates to improvements in automatic couplings for railway wagons and carriages; and it consists in a pair of peculiar-shaped hooks with releasing-links which engage with coupling-links pivoted to a draw-bar on the under frame of the wagon or carriage.

Referring to the drawings which form a part of this specification, Figure 1 is a plan of the coupling-hooks and releasing-links and coupling-links; Fig. 2, a side elevation of coupling-hook engaging with coupling-link and travel of releasing-link; Fig. 3, an end view of coupling-hook and releasing-link and coupling-link; Fig. 4, a plan of coupling hooks and links with wagons coupled together; Fig. 5, a side elevation of wagons coupled together. Fig. 6 shows coupling thrown out of action; Fig. 7, an end view of wagon, showing chains connecting to releasing-links.

The reference-letters indicate like parts in all figures.

A is a draw-bar pivoted to cross-tie on under-frame of wagon, as shown in Figs. 4 and 5, and provided with spring at end thereof connected near the shoulder by tie-rod B to bogie of wagon, which controls the position of the draw-bar and insures the meeting of the draw-bar with the opposite link when coupling on a curve. Forming an integral part of the draw-bar are ears A', between which is secured by bolt and nut coupling-link C, the link pivoting on the bolt. Also forming an integral part of the draw-bar is a hook A<sup>2</sup>, with sloping end, acting as an inclined plane for the coupling-link on end of other draw-bar.

To the end of the coupling-hook A<sup>2</sup> is pivoted a releasing-link D, attached to which is a chain E, leading through a staple F on side of coupling-hook, thence branched and carried

over pulleys on end of wagon to the sides thereof, and at the end of each branch of the chain is a ring E', which on uncoupling the wagons is hooked onto the hook 6 on either end of rod journaled in eyes H, fastened across the end of the wagon.

The couplings are used in pairs, the hooks and links being placed in inverse position on the wagons or carriages, as shown in drawings.

In using this invention when the wagons or carriages are brought together the coupling-links strike against the sloping ends of the coupling-hooks, upon which they slide up and fall over, the releasing-link D is drawn forward by the weight of the coupling-link, and the wagons or carriages are automatically coupled together. To uncouple, the chain E is pulled down from either side of the wagon or carriage, when the releasing-link D draws the coupling-link from the end of the hook, allowing it to slide up the inclined plane formed by the link D when the coupling-link disengages itself from the hook.

To hold the parts in position to prevent coupling, one ring E' is engaged with its hook G; but it may be afterward disengaged by turning the rod H, which can be done from either side of the carriage.

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

1. In improvements in automatic couplings for railway wagons or carriages, a draw-bar having a pair of ears and an extended end forming a hook, in combination with a coupling-link pivoted between the ears, and a releasing-link pivoted to the hook, as and for the purpose set forth.

2. A draw-bar having a hook, a releasing-link pivoted thereto, a chain leading from said link and branched to either side of the railway-carriage, and a ring at the end of each branch; in combination with a rod journaled across the carriage, and hooks secured thereto in parallelism near its extremities, as and for the purpose set forth.

3. A draw-bar having short ears at one side and a long hook at the other, a coupling-link pivoted to the ears, and a releasing-link piv-

oted to the hook and adapted to swing across  
its throat to disengage the companion coup-  
ling-link therefrom; in combination with a  
chain leading from the lower portion of the  
5 releasing-link through an eye on the hook and  
then branched and carried over pulleys to the  
sides of the railway-carriage, rings at the  
ends of the branches, retaining-hooks for said  
rings, and means for moving these hooks

simultaneously from either side of the car- 10  
riage, as and for the purpose set forth.

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

DAVID GREENBURY.

Witnesses:

R. A. MOORE,  
HERBERT YEATES.