

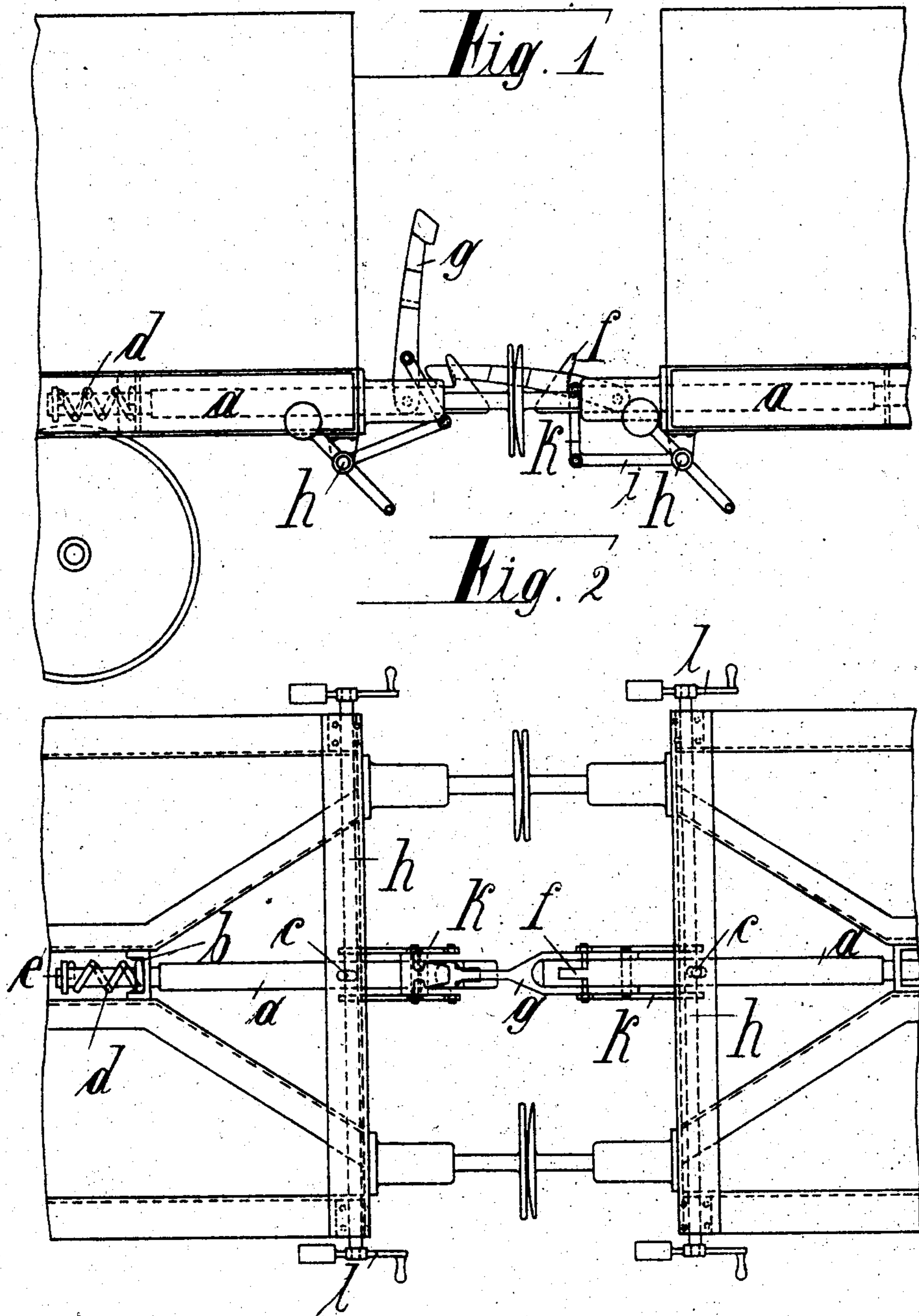
No. 835,072.

PATENTED NOV. 6, 1906.

C. LEHNERT & H. HÜLSENBUSCH.

RAILWAY COUPLING.

APPLICATION FILED JUNE 11, 1906.



Witnesses:
Ludwig Grothe
Albert Peter

Inventors
Carl Lehnert
Hendert Heilsenbusch
Prof. Wilhelm Hirschmann
Attorney

UNITED STATES PATENT OFFICE.

CARL LEHNERT, OF MARSELCH, AND HUBERT HÜLSENBUSCH, OF
WALSUM, GERMANY.

RAILWAY-COUPLING.

No. 835,072.

Specification of Letters Patent.

Patented Nov. 6, 1906.

Application filed June 11, 1906. Serial No. 321,210.

To all whom it may concern:

Be it known that we, CARL LEHNERT, a resident of Marselch, and HUBERT HÜLSENBUSCH, a resident of Walsum, Germany, subjects of the German Emperor, have invented new and useful Improvements in Railway-Couplings, of which the following is a specification.

This invention relates to a coupling for railway-cars, the engagement of which is automatically effected when two cars abut against each other, while the disengagement can be done by hand from the side of the car.

The accompanying drawings show in Figure 1 in side view, and in Fig. 2 in plan, the new railway-coupling as attached to the ends of the car.

The longitudinal rod *a* is supported in the base-frame of the car at *b* and *c* in such a manner that it can move in its axial direction.

At the rear end projecting beyond the supporting-point *b* the rod *a* carries a coil-spring *d*, intervening between the support *b* and the collar *e*, in which the rod *a* terminates at this end.

At the front end projecting beyond the supporting-point *c* the rod *a* carries the fixed coupling member *f*, which is forked and has an inclined abutting plane and a round inner surface.

Near the front end the rod *a* is provided with a movable coupling member *g*, the head of which is shaped round.

Below the base-frame of the car a transverse shaft *h* is movably mounted and provided with a fixed projecting rod *i*. The latter is at its free end pivotally connected to a link *k*, the free end of which is in turn pivotally connected to the movable coupling member *g*.

The free ends of the transverse shaft *h* projecting at the sides of the car are provided with a fixed reversing-lever *l*, which is counterweighted in order to balance the movable coupling member *g* when the latter is in its disengaged position. Of course each end of the car must be provided with the coupling, as above described.

The operation of the coupling is as follows:

When two cars are to be coupled, the movable coupling member *g* must assume the horizontal position. Now upon the cars abutting against each other the round head of the movable coupling member of one car runs up the incline of the fixed coupling member of the other car and is then caught behind the forked end of the latter. The cars are again uncoupled by simply reversing the lever *l* of the transverse shaft *h* from the side of the car, whereby the movable coupling member *g* is lifted out of the fixed coupling member *f* through the medium of the lever system *i k* and is then held in this lifted-up position by the counterweight of the reversing-lever *l*.

By forming the head of the movable coupling member, as well as the inner surface of the fixed coupling member, round the former is allowed of having a certain play in the latter, so that the coupling is efficiently prevented from breaking even when the train runs over sharp curves.

Having fully described our invention, what we claim, and desire to secure by Letters Patent, is—

A coupling for each end of a railway-car, comprising in combination, a longitudinal rod *a* supported in the base-frame of the car so as to be capable of axial movement; a coil-spring *d* placed around the rear end projecting beyond the inner support of said rod *a*; a collar *e* fixed to the inner end of said rod *a* and destined to keep said coil-spring *d* in place; a rigid coupling member *f* fixed to the front end projecting beyond the outer support of said rod *a* and provided with a forked end, an inclined abutting plane and a round inner surface; a movable coupling member *g* pivoted to the front end of said rod *a* and provided with a round head and adapted to catch with the latter behind the forked end of said fixed coupling member *f* of the other car; a transverse shaft *h* movably mounted below the base-frame of the car; a fixed projecting rod *i* provided on said shaft *h*; a link *k* pivoted with one end to the free end of said projecting rod *i* and with the other end to said movable coupling member *g*; and a counterweighted reversing-lever *l* provided at each

free end projecting at the sides of the car, of
said shaft *h* and adapted to lift said movable
coupling member *g* out of said fixed coupling
member *f* of the other car and to hold it in
5 this lifted-up position, substantially as de-
scribed and shown.

In testimony whereof we have hereunto

set our hands in the presence of two subscrib-
ing witnesses.

CARL LEHNERT.

HUBERT HÜLSENBUSCH.

Witnesses:

WILLIAM ESSENWEIN,
ALFR. POHLMÉYER.