

No. 859,388.

PATENTED JULY 9, 1907.

C. H. W. KOHLUS.  
CAR COUPLING.

APPLICATION FILED JUNE 21, 1905.

Fig. 1.

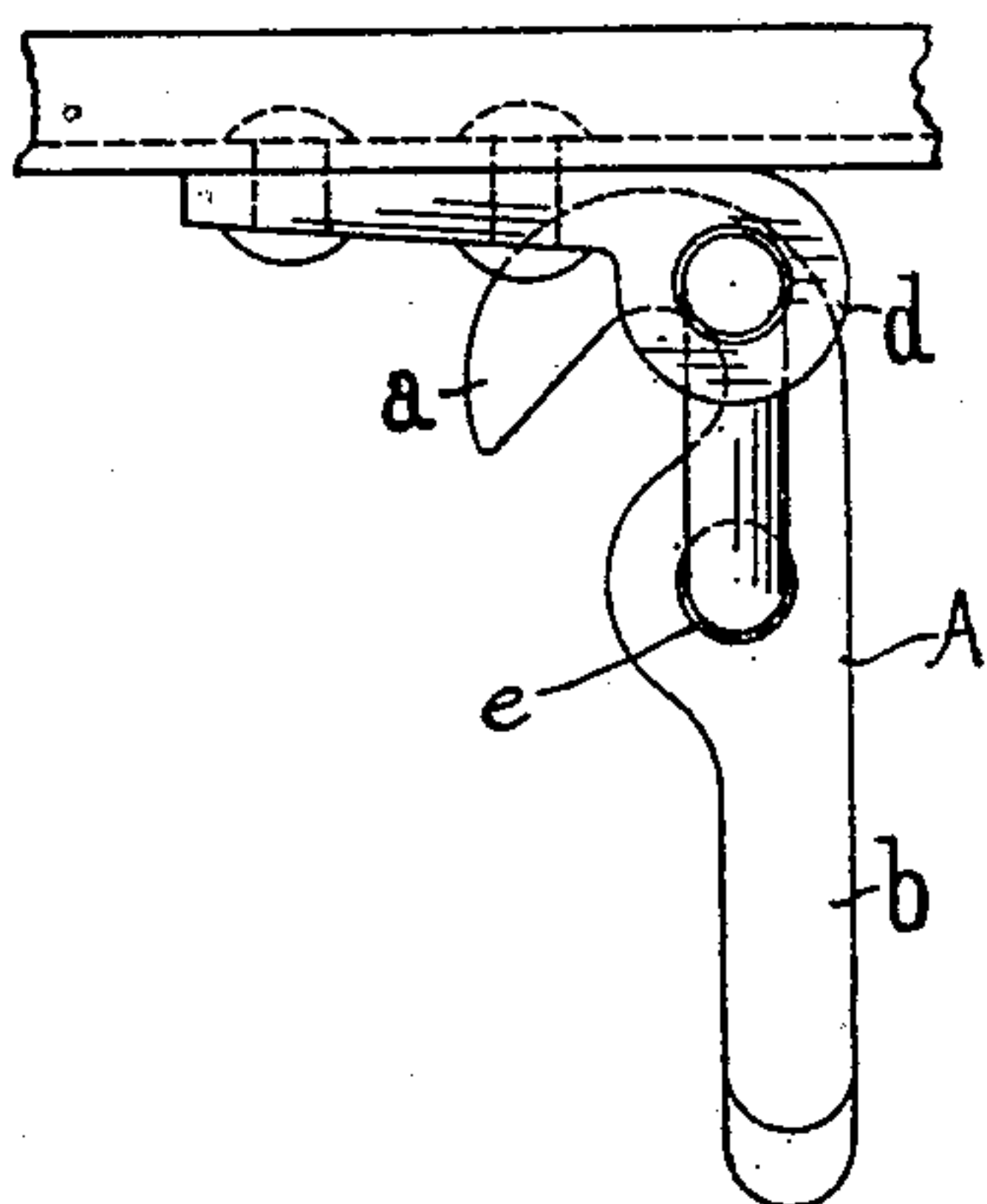


Fig. 2.

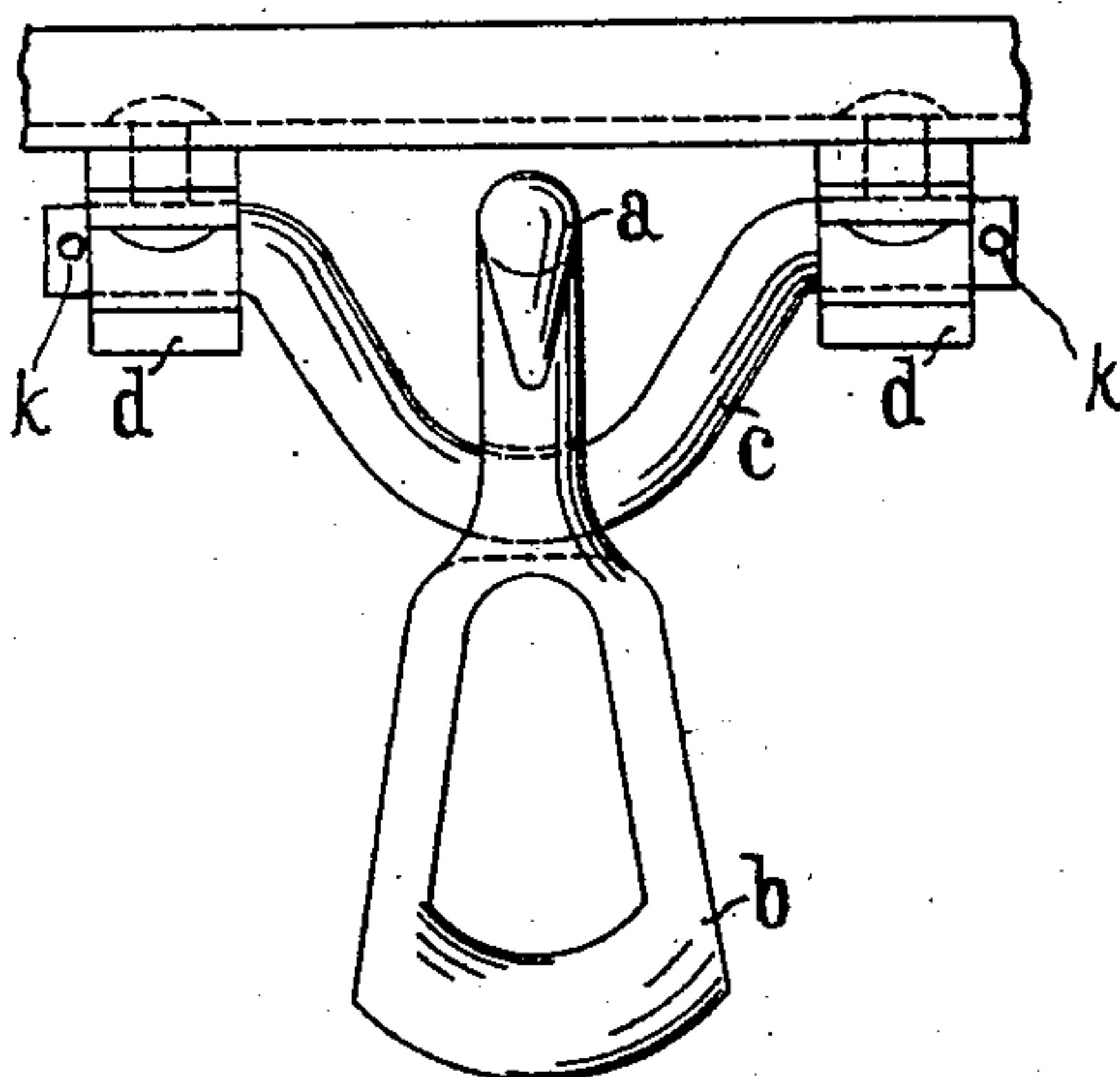


Fig. 3.

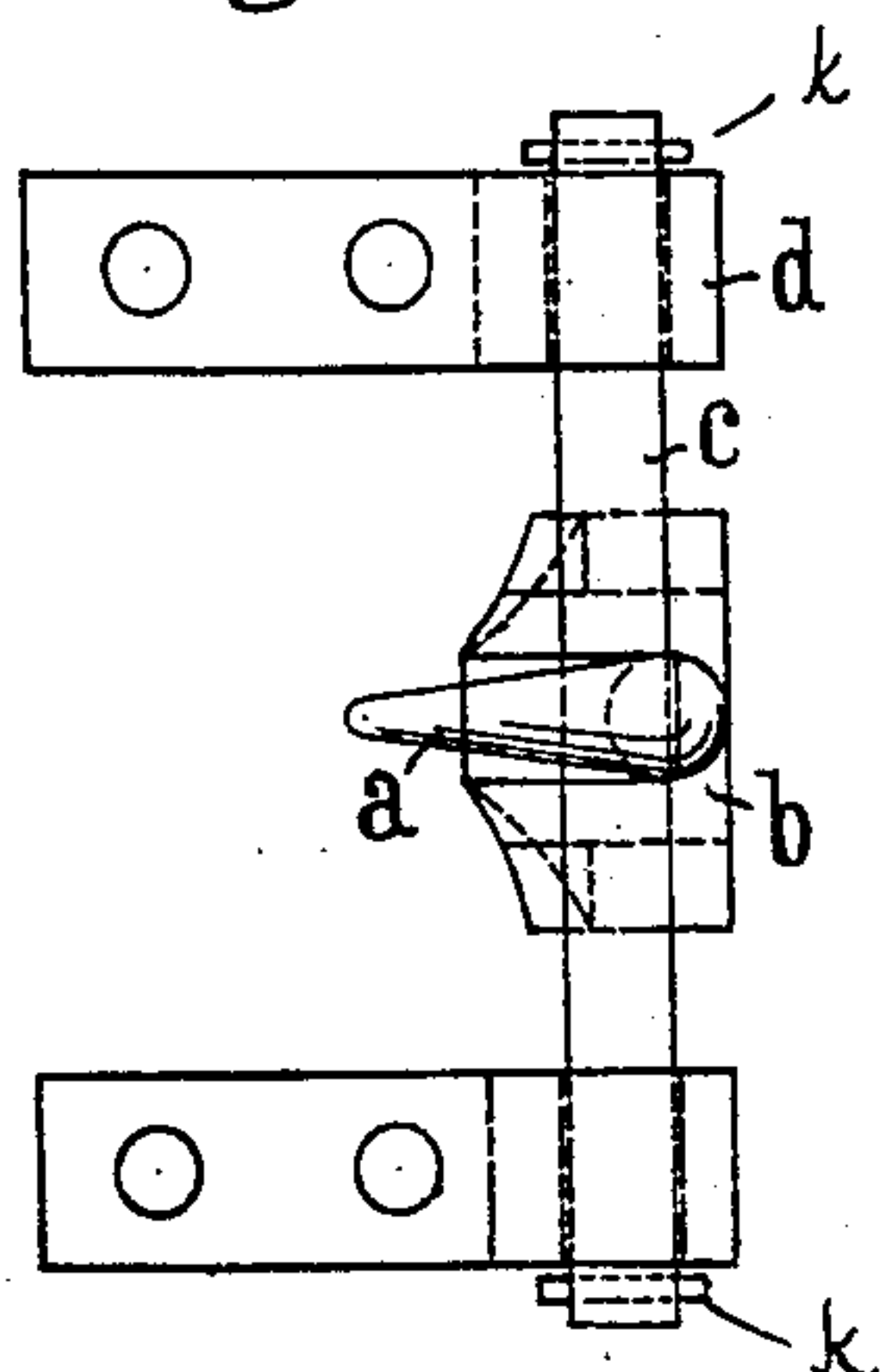


Fig. 4.

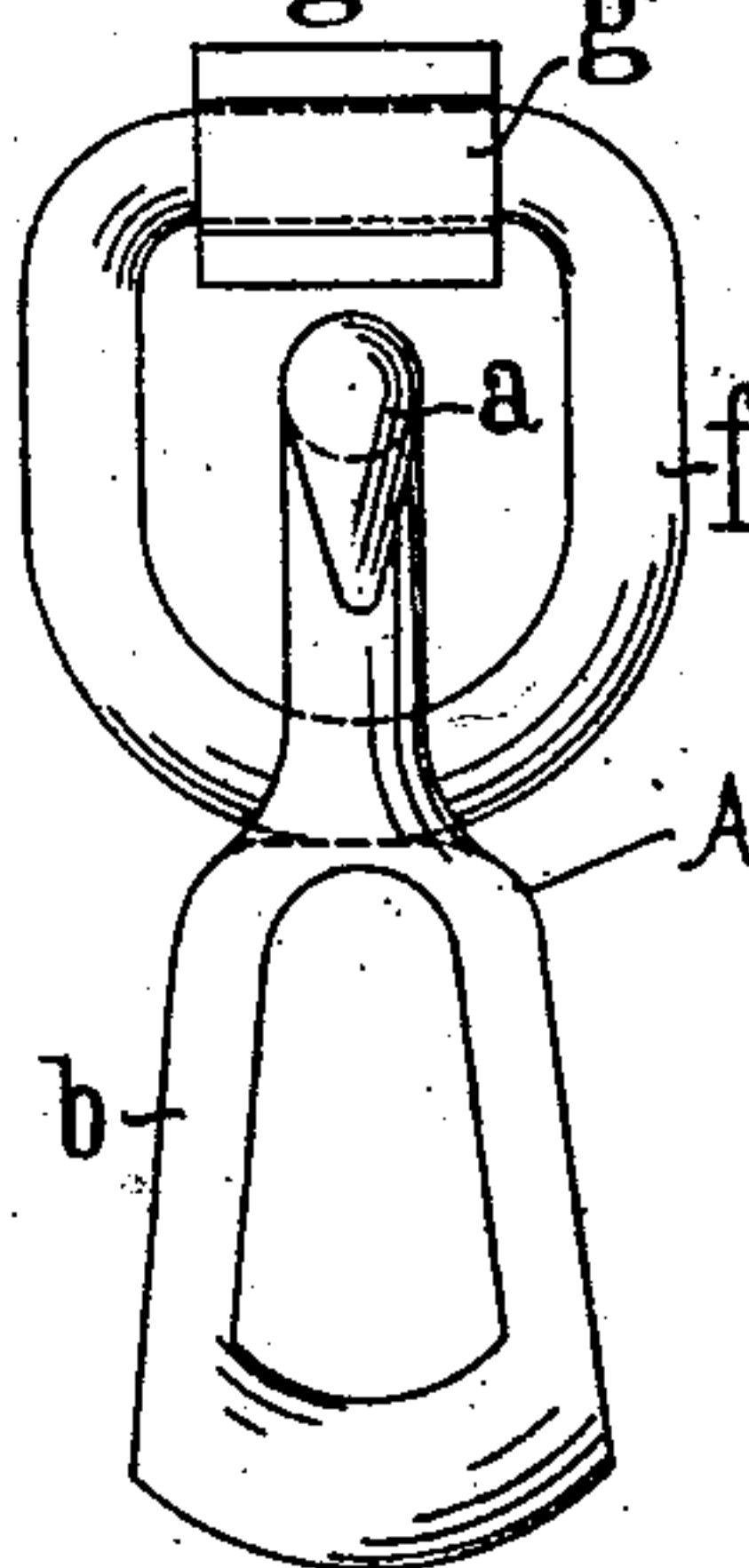
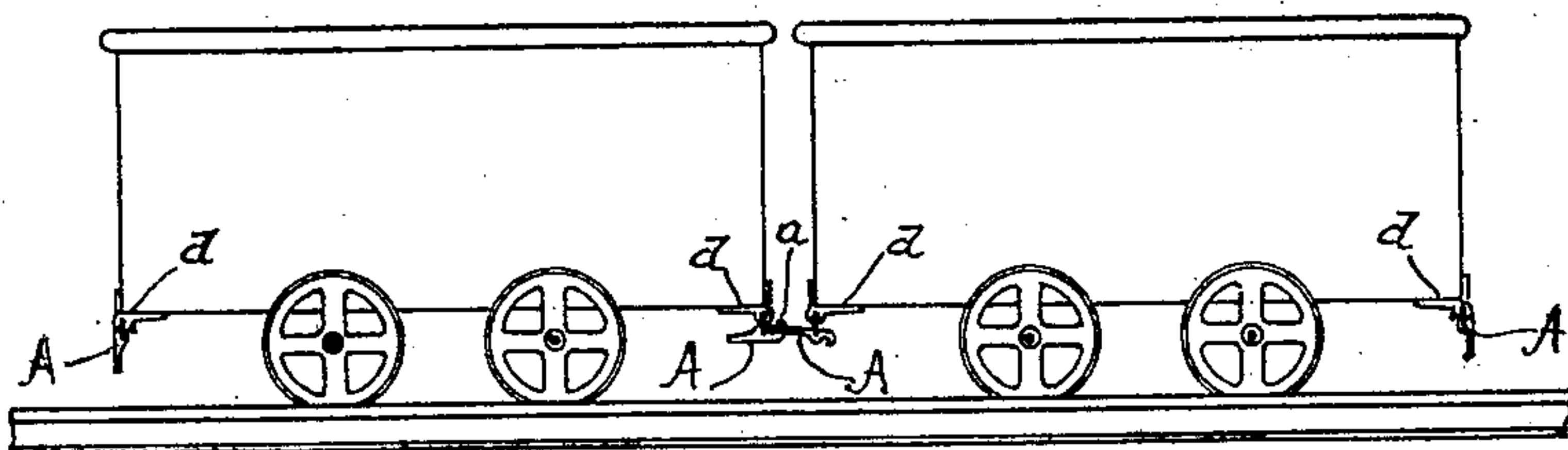


Fig. 5.



Witnesses:

Edmund L. Jewell  
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# UNITED STATES PATENT OFFICE.

CARL H. W. KOHLUS, OF DORTMUND, GERMANY.

## CAR-COUPLING.

No. 859,388.

Specification of Letters Patent.

Patented July 9, 1907.

Application filed June 21, 1905. Serial No. 266,234.

To all whom it may concern:

Be it known that I, CARL H. W. KOHLUS, a subject of the German Empire, residing at Dortmund, in the Province of Westphalia, Germany, have invented a new and useful Improvement in Car-Couplers, of which the following is a specification.

My invention relates to improvements in car couplers and has for its objects to so construct this class of devices as to allow quick coupling of cars and at the same time prevent the coupled cars from being derailed in passing over a curve in that it permits the parts comprising the coupler to adjust themselves and always maintain the pull in the right direction with respect to the line of the cars and track.

My invention consists of structural features and relative arrangements of parts which will be hereinafter more fully described and particularly pointed out in the appended claims.

In the drawings in which similar reference characters indicate the same elements in the different views, Figure 1 is a side view of the coupler attached to the end of a car; Fig. 2 is a front view; Fig. 3 is a plan view of Fig. 1 with the body of car removed; Fig. 4 is a front view of a modified form of suspending or attaching the coupler; and Fig. 5 shows two cars with the couplers applied.

The coupler consists of two similarly constructed elements or sections which are fastened at each end of a car as indicated in Fig. 5. Each of these elements or sections comprises as shown in Figs. 1, 2 and 3 of two supporting sockets or eyes *d d* which are properly separated from each other and rigidly secured to the end of the car body.

*c* is a rod bent substantially U-shape and having its extensions or ends loosely or pivotally supported in the sockets or eyes *d, d* so that the movement of the center of the U-shaped section is in a plane parallel with the axis of the car.

A is a coupling bar having at its middle section a hole *e*, and at one end a hook *a*, and its other end an eye *b*. Said U-shaped bent rod *c* is passed through the hole *e* of bar A which supports said bar in its depressed or bent section. The end of bar A having the eye *b* is made heavier than that of the hook *a*, so that when the hook is not in use it will be turned upwardly with its point toward the center of the car as indicated in Fig. 1.

*k, k* are pins for maintaining the U-shaped rod *c* within the sockets or eye pieces *d d*.

Fig. 4 shows a modified form, instead of providing two sockets or eyes *d, d*, a single eye or socket *g* is employed which supports an elongated ring *f*, they being the full equivalent of the rod *c* and sockets *d d*. The bar A is of the same construction as above described.

In order to couple two cars together, the hook of one is passed into the eye of the other. The two hooks and eyes will then remain in a horizontal position for the reason that the weights on each side of the pivotal point at rod *c* are equal to each other and will cause the sections of the coupler when hooked together to remain in a horizontal position. It will also be seen that owing to the curvature in the U-shaped bent rod *c* the bars A will be capable of readily and automatically assuming different and correct positions when the car is passing around curves in order to always properly bring the line of the pull with respect to the different cars on the curve.

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

1. A car coupler comprising a substantially U-shaped bent rod, means for pivotally connecting said rod to one end of a car so that the movement of the center of the U-shaped section is in a plane parallel with the axis of the car, a coupling bar pivotally and slidably supported in the depressed section of the U-shaped rod, said coupling bar being provided with a hook on one side and an eye on the other side of its pivotal point.

2. A car coupler comprising a substantially U-shaped bent rod, means for pivotally connecting said rod to one end of a car so that the movement of the center of the U-shaped section is in a plane parallel with the axis of the car, a coupling bar pivotally and slidably supported in the depressed section of the U-shaped rod, said coupling bar being provided with a hook on one side and an eye on the other side of its pivotal point and so proportioned and arranged that the bar will assume when not in use a vertical position with the hook at the upper end and turned towards the center of the car.

In testimony, that I claim the foregoing as my invention, I have signed my name in presence of two subscribing witnesses.

C. H. W. KOHLUS.

Witnesses:  
OTTO KÖNIG,  
J. A. RITTERSHAUS.