No. 860,235. PATENTED JULY 16, 1907.

L. M. OROSZ.

LATERALLY OPERATIVE RAILWAY CAR COUPLING.

APPLICATION FILED JULY 13, 1906.

Fig. 1

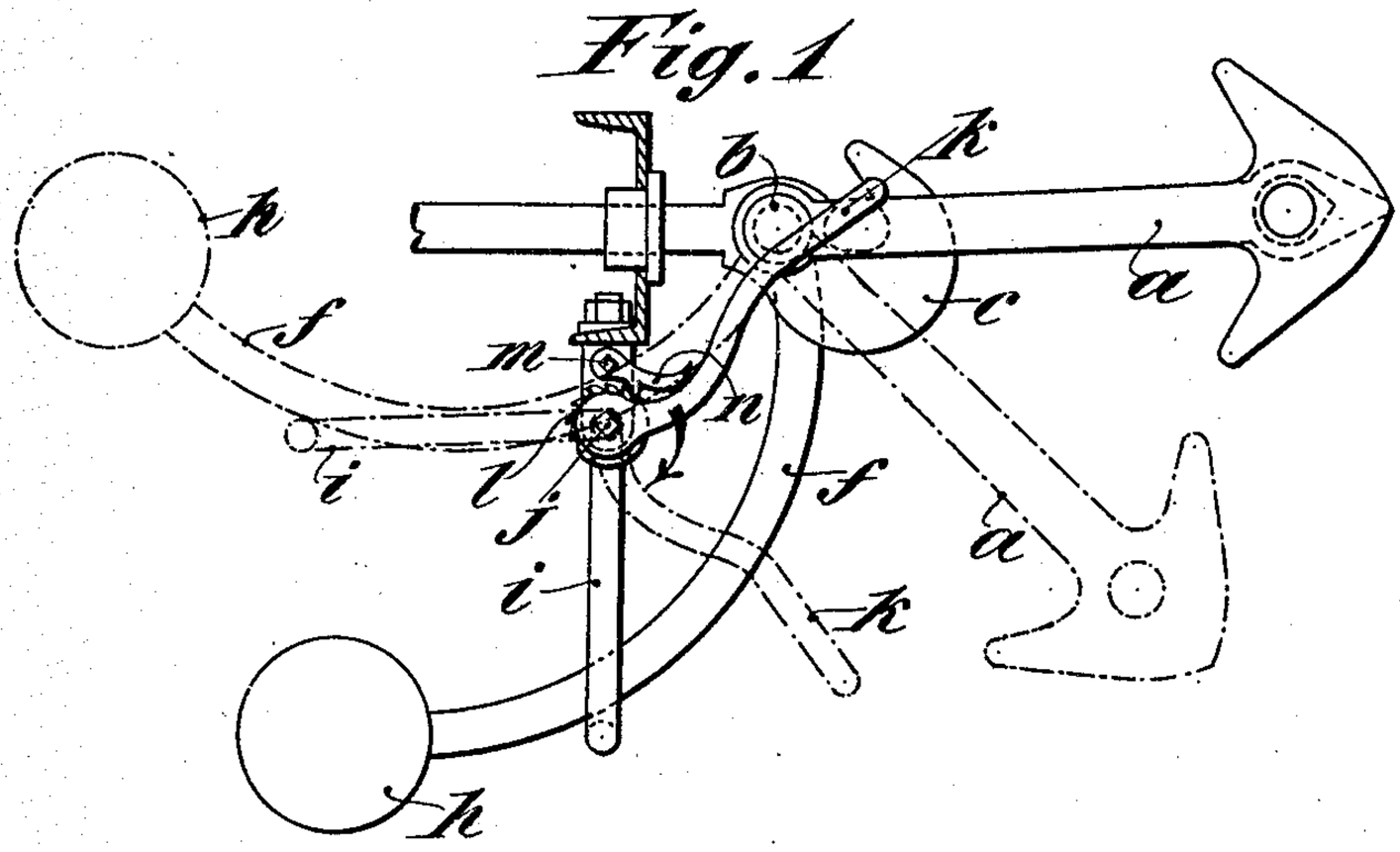


Fig. 2

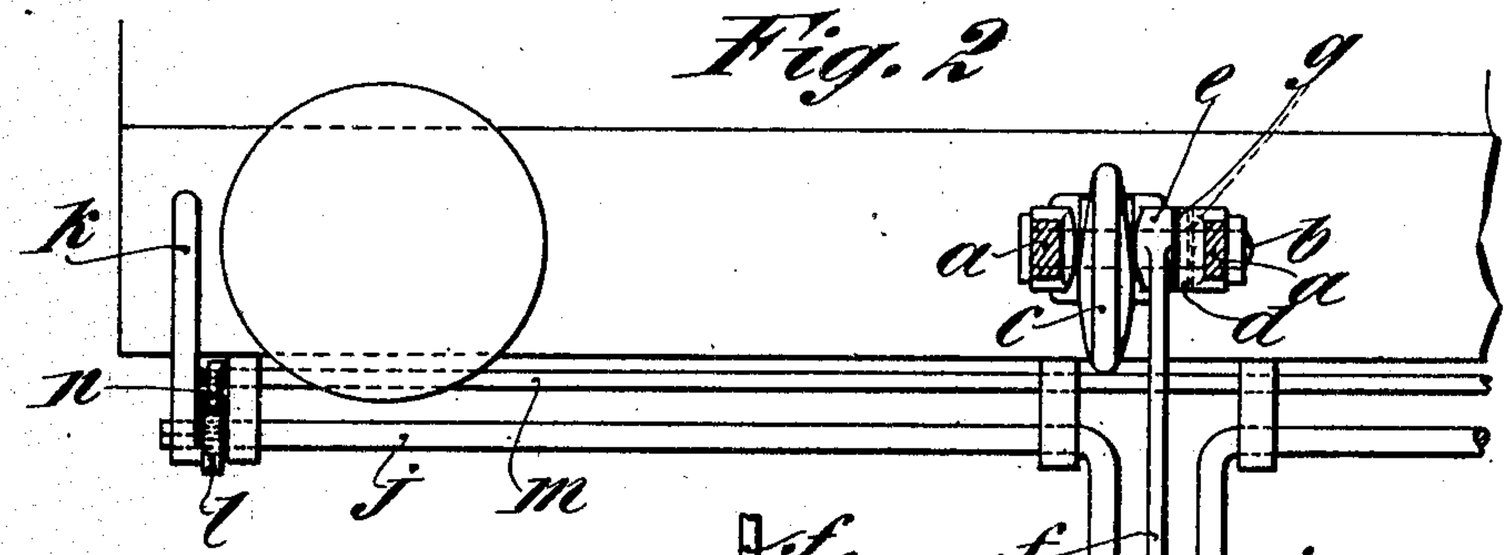
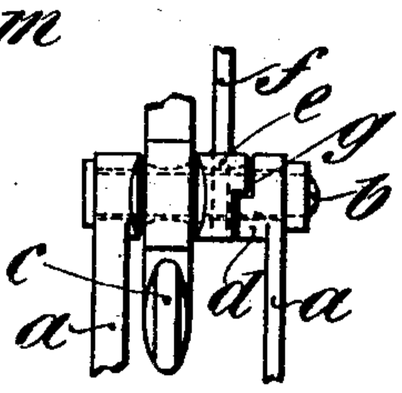


Fig. 3



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LUDWIG MATIÁSZ OROSZ, OF BUDAPEST, AUSTRIA-HUNGARY, ASSIGNOR OF ONE-HALF TO DANIEL NEUMAN, OF ARAD, AUSTRIA-HUNGARY.

LATERALLY-OPERATIVE RAILWAY-CAR COUPLING.

No. 860,235. Specification of Letters Patent. Patented July 16, 1907.

Application filed July 13, 1906. Serial No. 326,143.

To all whom it may concern:

Be it known that I, LUDWIG MATIÁSZ OROSZ, a subject of the King of Hungary, and residing at 1 Barnster, in the city of Budapest, Empire of Austria-Hungary, have invented certain new and useful Improvements in Laterally-Operative Railway-Car Couplings, of which the following is a specification.

This invention relates to an improvement of the coupling described in U. S. patent application, Serial No. 295940 of January 13th, 1906, which has for its object to render a plurality of levers and links dispensable and yet to enable a reliable coupling and easy uncoupling. By dispensing with the plurality of levers and links, the coupling is considerably lighter and cheaper and its manipulation is very simple. This is attained in that the weight, which keeps the coupling in the coupling position, is so connected by a lever directly to the coupling itself that the latter is constantly maintained by the weight in the coupling position, wherein it is in a state of stable equilibrium; the coupling may easily be turned downwards out of this position, for the purpose of being uncoupled or adjusted for non-coupling, by raising the weight by means of a simple laterally operative device which is neither connected with the weight nor with the coupling.

Referring to the accompanying drawing, Figure 1 is a side elevation of the coupling provided with the said improvement and Fig. 2 a front elevation thereof. Fig. 3 is a plan of the coupling hook with the adjoining coupling and shows the connection between the latter and the weighted lever.

The coupling *a* is linked in a known manner to the draw hook *c* by means of the bolt *d*. The bent weighted lever *f* projecting downwards and behind underneath the car-body is mounted on the said bolt *b* by means of a boss *e* (Figs. 2 and 3) between the boss *d* of one coupling arm and the draw hook *c*. The boss *e* of the weighted lever *f* is coupled to the boss *d* of the coupling by a recess *g* after the manner of a clutch coupling. The clutch coupling like connection enables, in the event of breakage of one of the two parts connected by this coupling, the damaged part to be replaced while maintaining the undamaged part; it facilitates the manufacture of separate parts and decreases the weight of the part to be suddenly raised, and permits a free relative movement of both parts which when passing curves facilitates the adjustment of the coupling and insures a reliable connection between such parts.

The weight *h* at the free end of the lever *f* maintains the coupling in the coupling position (Fig. 1) and also in a state of stable equilibrium owing to its low position. The weighted lever *f* is now passed through the yoke *i* of the disengaging shaft *j* mounted beneath the buffer plate and can freely move within the said yoke. By turning the shaft *j* by means of a lateral handle *k* in the direction of the arrow indicated in Fig. 1, the yoke *i* raises the weighted lever *f* with the weight *h* into the position indicated by dotted lines and the coupling *a* thereby assumes the non-coupled low position also indicated by dotted lines. The coupling is secured in this non-coupled position by ratchet wheels *l l* keyed on the shaft *j* near the operating lever *k* and by pawls *n n* arranged above the said wheels at the ends of a shaft *m* mounted between buffer plate and shaft *j* and parallel to the latter, said pawls *n n* engaging in the teeth of the ratchet wheels *l l*. By lifting out the pawls *n n*, the weight drops into its low position and raises the coupling again into the position ready for use.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim and wish to secure by Letters Patent is:—

A railway car coupling comprising a draw hook, a coupling arm, a bolt on which said parts are pivoted, a lever having a weight on one end and a boss on its other end, said boss being pivoted on the bolt between the draw hook and the coupling arm and having a clutch like connection with the coupling arm whereby the coupling arm is held in the coupling position by the weighted lever, a yoke through which the weighted lever passes, the means for raising the yoke to raise the lever to throw the coupling arm out of coupling position and means for locking the yoke in raised position.

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

LUDWIG MATIÁSZ OROSZ.

Witnesses:
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