

(No Model.)

2 Sheets—Sheet 1.

L. PIX.
CAR COUPLING.

No. 512,661.

Patented Jan. 9, 1894.

Fig I

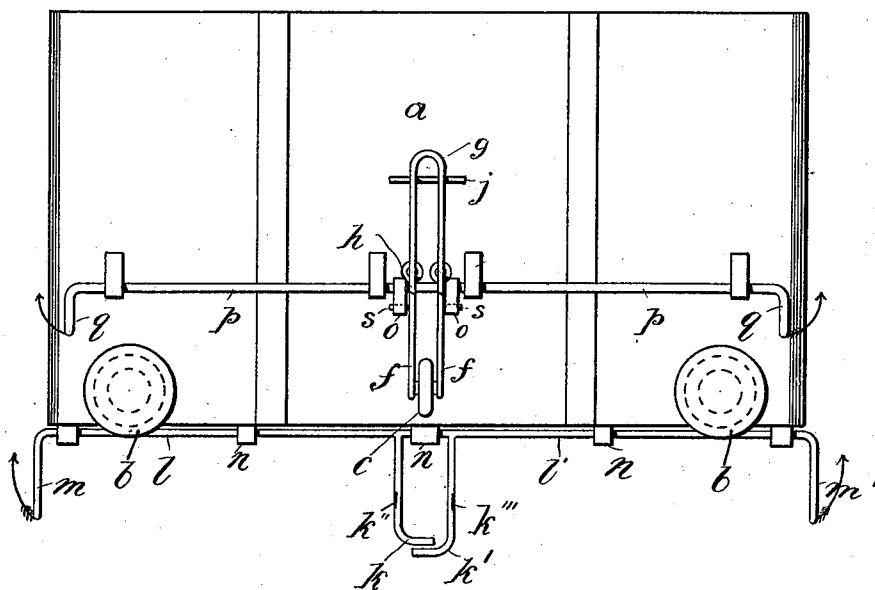
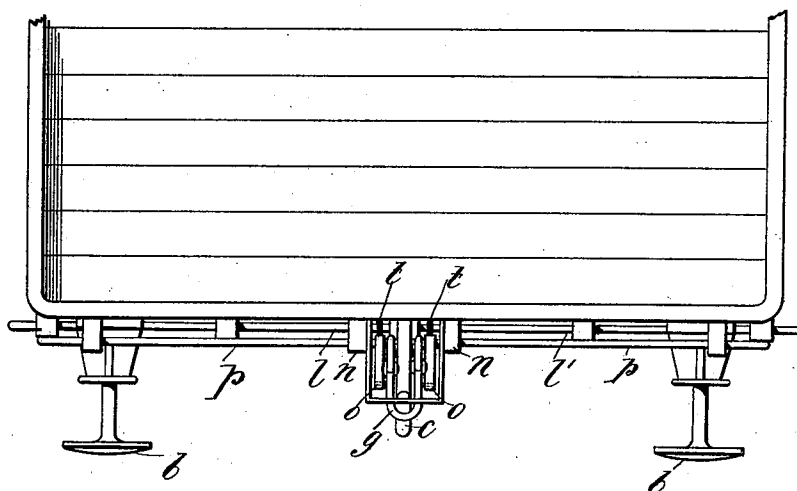


Fig II



Witnesses

H.C. Fowler.
James Wiedore

Inventor.

Leopold Pix
Per B. J. Wildbore
attorney

(No Model.)

2 Sheets—Sheet 2.

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Fig III

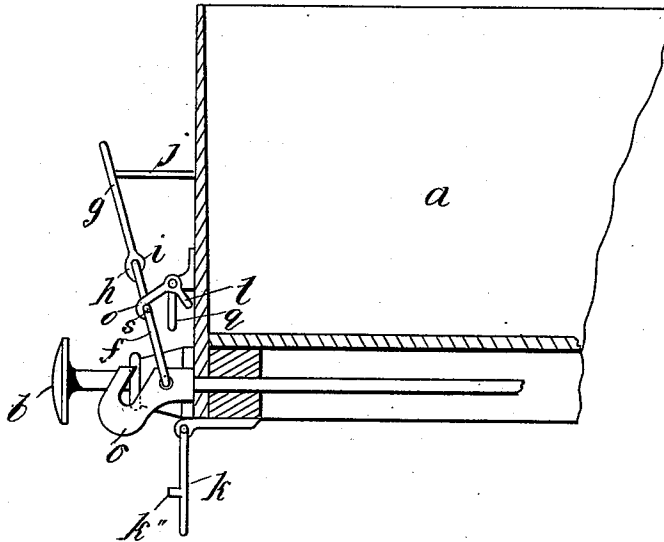


Fig VI

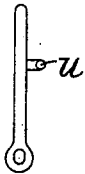


Fig VII

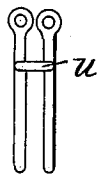


Fig IV

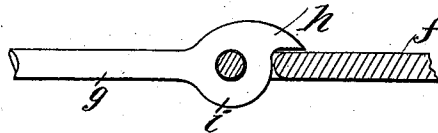
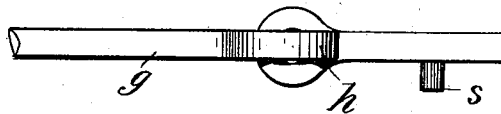


Fig VIII



Fig V



Witnesses

N. O. Fowler

James Weadon

Inventor

Leopold Pix

per B. J. Wildbore
Attorney

UNITED STATES PATENT OFFICE.

LEOPOLD PIX, OF LONDON, ENGLAND.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 512,661, dated January 9, 1894.

Application filed May 29, 1893. Serial No. 475,949. (No model.)

To all whom it may concern:

Be it known that I, LEOPOLD PIX, a subject of the Emperor of Germany, residing at 36 and 37 Leadenhall Street, in the city of London, England, have invented certain new and useful Improvements in Apparatus for Coupling and Uncoupling Railway Carriages, Wagons, and other Vehicles, of which the following is a specification.

The object of this invention is to enable railway vehicles to be readily and easily coupled or uncoupled without the necessity of the person whose duty it is to connect or disconnect the said vehicles stepping between them. Now according to this invention I provide a means whereby the coupling links or chains may be raised, held in position, for coupling and dropped over the draw hook of the next vehicle by one man standing at the side of the vehicle out of danger, the coupling being performed from either side of the vehicle. I prefer to fit the apparatus to each end of railway vans, wagons and the like.

In order that my invention may be fully understood I will proceed to explain the same with reference to the accompanying drawings which show one end of a railway wagon body fitted with an apparatus for coupling and uncoupling the same, constructed according to this invention.

Figure 1 is an elevation; Fig. 2 a plan; Fig. 3 a side view, Figs. 4 and 5 being details drawn to a larger scale hereinafter referred to. Figs. 6, 7, and 8 are modified forms of a coupling link.

a is the railway wagon, *b b* the buffers, *c* the draw-hook, and *f f* links attached to the hook *c*.

g is the coupling link provided with projections *h h* on the eyes *i i*, shown to an enlarged scale at Figs. 4 and 5, which projections engage with the links *f f* and allow the links *f f* and *g* to be raised together and the same to be held in the position shown.

j is a bent bar attached to the truck *a* to keep the link *g* steady when raised.

The links *f f* and *g* are raised and lowered by means of the bent levers *k k'* attached to

rods *l l'* terminating in handles *m m'* one at each side of the truck.

n n n are bearings in which the rods *l l'* rotate.

The coupling is held in the position shown on the drawings by means of the hooks *o o* secured to the rod *p* which rod terminates in handles *q* one at each side of the vehicle, the hooks *o o* engaging with projections or lugs *s s'* on the links *f f*.

t t are stops preferably forming part of the hooks *o o* to prevent the said hooks dropping too far.

In some instances I may construct the lower links of the coupling as shown at Figs. 6, 7, and 8 in which case the links are joined together by the bent bar *u* which in this instance replaces the projections or lugs *s s'*. When the links are formed as above described only one of the hooks *o o* is required which hook engages with the cross bar *u* and serves the same purpose as the lugs *s s'* and hooks *o o*.

To couple one vehicle to another the operator takes hold of the handle *m* (or *m'*) and *q*, one in each hand, and turns the handle *m* (or *m'*) in the direction shown by the arrow till the horizontal portion of the lever *k* (or *k'*) touches the links *f f*. He then turns the handle *q* in the direction shown by the arrow whereby the hooks *o o* are disengaged from the lugs *s s'* and on turning the handle *m* (or *m'*) downward the link *g* is lowered over the drawhook of the next vehicle. To uncouple, the handle *m* (or *m'*) is turned in the direction of the arrow until the link *g* is disengaged from the draw hook and on continuing to turn the handle in the same direction the coupling will assume the position shown by the drawings and be held by the hooks *o o* which are so shaped as to engage with the lugs automatically; *k'' k'''* are projections on the levers *k k'* to guide the links *f f* laterally when coupling or uncoupling.

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. In an apparatus for coupling and uncoupling railway vehicles the combination of

jointed coupling links *f f g* having lugs *h h* and *s s'* thereon with the bent levers *k k'* attached to rotating rods *l l'* operated by handles *m m'* substantially as described and for
5 the purpose stated.

2. In an apparatus for coupling and uncoupling railway vehicles the rod *p* having hooks *o o* thereon to engage with the lugs *s s'*

or a cross bar *u* on the links *f f* the said rod being adapted to be rotated by the handles *q q* substantially as described and for the purpose stated.

L. PIX.

Witnesses:

GRAY RIDGWAY,
ALEX. RIDGWAY.