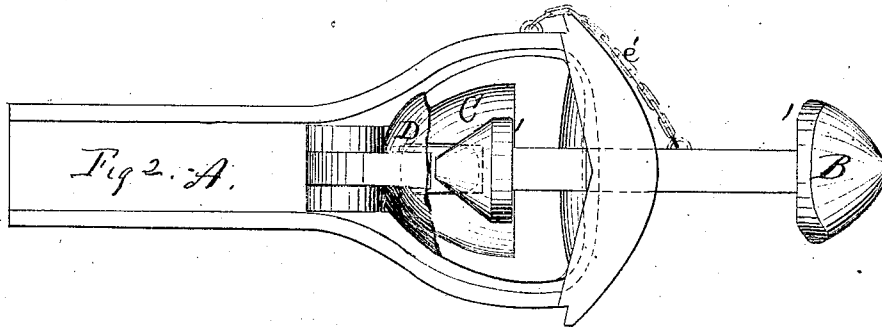
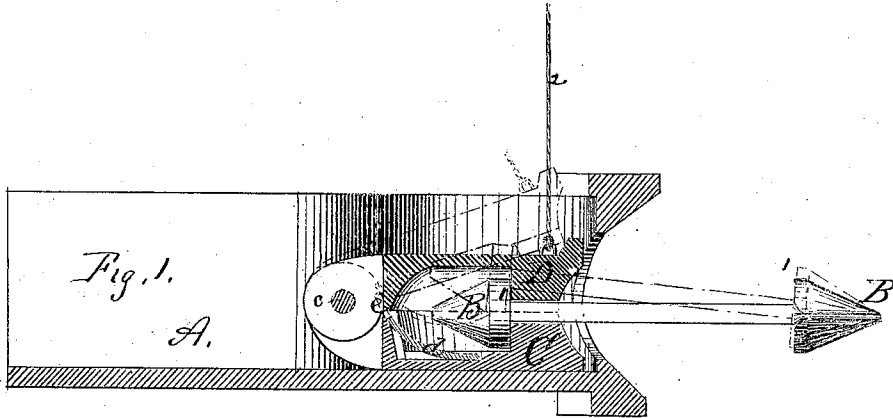


W. V. WALLACE.
Car Coupling.

No. 96,059.

Patented Oct. 19, 1869.



Witnesses:
Robert M. Halbert
J. H. Hanson

Inventor:
William V. Wallace
by
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his atty

United States Patent Office.

WILLIAM V. WALLACE, OF NEW YORK, N. Y.

Letters Patent No. 96,059, dated October 19, 1869.

IMPROVED RAILWAY-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, WILLIAM V. WALLACE, of the city, county, and State of New York, have invented a new and useful Improvement in Railway-Car Couplings; and I do hereby declare the following to be a full, clear, and exact description of the construction and operation of the same, reference being had to the drawings accompanying this specification, and making a part thereof.

The nature of my invention consists in the construction of a car-coupling, that may be produced at little cost, strong, and durable, not liable to get out of repair, and when any of the parts thereof are broken, or too much worn for use, the same can be supplemented easily and without delay. This invention is what may be termed a self-coupler, and in certain conditions, a self-uncoupler.

To enable others skilled in the art to make and use this, my invention, I will proceed to describe its construction and operation.

Figure 1 is a sectional view of my coupling, and

Figure 2, a top view of the same.

The coupling-bar B, is made of any suitable metal, and on each end of the same, heads are formed of a conical or wedge shape, leaving a square shoulder, as shown at 1, in both figures.

This bar is made of sufficient length to hold (when coupled) the cars together in a free and easy manner, and a chain, *c*, connects the bar to the bunter, to prevent the same from getting lost. The bunter, or receptacle for the coupling-device may be made somewhat in the usual form, as far as general appearance is concerned, but its shape must be adapted to receive the coupler, which is composed of two parts, C and D, made of metal, and hinged together, and pivoted within the draw-head A at *c*.

The inner portions of this coupler, C and D, are made concave, as shown in the drawings, and somewhat larger than the heads B of the draw-bar, so as

to admit of easy access and play when the two cars are coupled.

The upper portion of the coupler D is to be made of sufficient weight to retain its position upon the coupler C; or, if deemed advisable, a spring can be placed above D, to force it down.

A curved metallic plate, *d*, is attached to the heel of the coupler D at *e*.

The operation is as follows:

In the act of coupling, the wedge-shaped or conical heads of the coupler bar enter the coupler, and force the same apart. When fully inserted, the portion D drops, and the shoulders of the same and of the part C, are brought in contact with the shoulders of the bar B, and hold the cars firmly together.

The end B rests upon the plate *d*, so that when the rope 2 is drawn up, the head B is also raised, and easily withdrawn. If the cars run off the track, a twist or turn is given to the bar, and this forces apart the jaws of the coupler, and the cars are released. The draw-bar, by this peculiar mode of coupling, is held in a horizontal position and ready to be inserted into the other car, without any manipulation, and all danger of being injured or crushed is thereby avoided.

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

1. A car-coupling, constructed and arranged in the manner herein described.
2. The combination, within the draw-head, of the coupler C and D, in the manner and for the purpose herein described.
3. The combination of the metallic plate *d* with the coupler C D, and the coupling-bar B, in the manner and for the purpose herein described.

WILLIAM V. WALLACE.

Witnesses:

NATHANIEL GILL,
WM. H. CLARKSON.