

W. WIMER.
CAR COUPLING.

No. 101,694.

Patented Apr. 5, 1870.

Fig. 1.

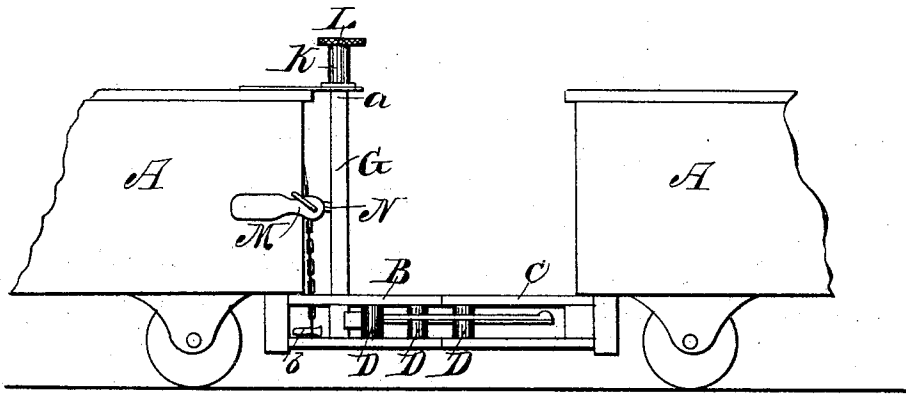


Fig. 2.

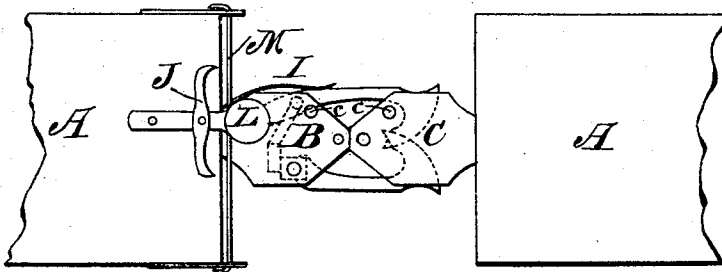
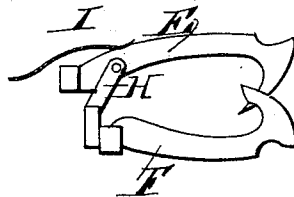


Fig. 3.



Witnesses:

J. H. Bunge
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Inventor:

W. Wimer

United States Patent Office.

WILLIAM WIMER, OF UNION CITY, INDIANA.

Letters Patent No. 101,694, dated April 5, 1870.

IMPROVEMENT IN CAR-COUPPLINGS.

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 WIMER, of Union City, in the county of Randolph, State of Indiana, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings making part of this specification, in which—

Figure 1 is a side view of the coupling and section of car.

Figure 2 is a top view of fig. 1.

Figure 3, a detached section.

Like letters of reference refer to like parts in the different views.

This invention relates to a railroad car-coupling, the nature of which is such that it is self-coupling, thereby avoiding the necessity of going between the cars for that purpose.

A more full and complete description of the same is as follows, viz :

In fig. 1, A represents a section of a car to which the coupling is attached. Said coupling is constructed in two sections, B C, each section being attached to the under side of a car by any appropriate device.

Said section consists of two plates of iron connected to each other by studs or bolts D, and which forms the head or buffer of the coupling.

Between the plates of one section are arranged a pair of hooks, F F, fig. 3.

Hook F is pivoted in the plates by the stud D, fig. 1, whereas the hook E is pivoted therein by the shaft G, to which it is attached and operated as will hereafter be shown.

The two hooks are connected to each other by the link H, and are operated conjointly for coupling and uncoupling the cars.

I is a spring, whereby the hooks are closed upon each other in the act of coupling.

Having thus described the construction and arrangement of the coupling, the practical operation of the same is as follows, viz :

It will be observed that the two hooks project from the buffer-head in a horizontal direction, which, as the cars approach the stud D of section C, impinge upon the outer curves of the hook, and forces them laterally apart and allows the stud to pass in the back of the barbs; the hooks are then sprung together by the spring I, thus inclosing the stud and completing the act of coupling.

The cars are uncoupled by opening the hooks, thereby liberating the stud, and which may be kept thus open by the dog J being made to engage in a notch, a, cut in the collar k on the shaft G, whereby the hooks were opened for the liberation of the studs.

The shaft G is operated for opening the hooks by means of the hand-wheel L, thereby avoiding the danger of going between the cars for the purpose of uncoupling them. The shaft may also be operated by the rod M, to which it is connected by an arm, N, actuating as a lever, so that the cars can be uncoupled without mounting to the top to obtain access to the hand-wheel above referred to.

The cars when thus connected cannot become disconnected in consequence of any side-strain exerted upon the coupling, though the strain be sufficient to open the hooks; the stud cannot slip therefrom, but will be securely retained by one or other of the hooks, as the direction of the draft may be.

Should the hook not be required for coupling, they may be dispensed with, and a link, fig. 4, be used in place thereof, by inserting the pins D in the holes c, and in this way converting the coupling immediately into that of the link and pin in ordinary use.

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

The hooks E F, link H, spring I, and studs D, in combination with the shaft G, arm N, and rod M, substantially as and for the purpose set forth.

WILLIAM WIMER.

Witnesses :

JOHN COMMONS,

JAMES F. RUBY.