PATENT SPECIFICATION

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373,563

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COMPLETE SPECIFICATION.

Coupling Link for Toy Railway Tenders or Locomotives.

We, BING WERKE vorm Gebruder Bing Aktiengesellschaft, of 215, Regensburgerstrasse, Nuremberg, Germany, a Joint Stock Company, registered under the Laws of Germany, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

The invention relates to a coupling link for toy railway tenders or locomotives which are fitted with the usual couplings. Although these usual couplings enable attachment to be made to toy railway cars having corresponding couplings they will not do so in the case of such cars as are equipped with a coupling that is adapted to be electrically controlled from outside, such controlled couplings being intended to increase the attractive character of electric toy railways as a plaything by coupling and uncoupling the cars during the trip and therefore by the addition of shunting operations. The coupling link according to this invention enables the possessor of a toy railway, by procuring cars fitted with automatic couplings, to perform shunting operations as well without having to buy for this purpose a new expensive locomotive fitted with corresponding couplings for such cars.

This problem is solved by designing the coupling link according to the invention as an independent part, which can be placed on and removed from the buffers of the tender of the existing locomotive otherwise unsuitable for shunting operations. There is no need to remove the existing couplings on the tender or locomotive. The detachable coupling link is supported on the buffers by means of resiliently connected sprung angle members.

The invention will be clearly understood from the following description aided by the annexed drawings in which a typical embodiment of the invention is illustrated, and in which Figure 1 is a front elevation of the coupling link, Figure 2 a side elevation of the coupling link mounted on the buffers of a tender, and Figure 3 a plan.

The coupling link 1, which is adapted to turn on a pivot 2, is seated on a web plate 3 having four legs 5 which are bent over to form guide grooves 4. Two angle members 6 are inserted in these guides and are caused to converge by means of springs 7 attached to the coupling link.

In the detached condition, the distance between the angles 8 is less than that separating the buffers. The device is placed in position by drawing the angle members 6 apart and slipping them over the buffers 9 of the diagrammatically represented tender. The springs 7 draw the angles 8 on to the buffers and, at the same time hold the coupling link in the central position. In order to prevent the coupling link from slipping off, lugs 10 engaging in the neck 11 of the buffers are bent up out of the angles 8. The coupling link 1 coacts with coupling hooks on the cars which are adapted to be moved apart and enable the coupling and uncoupling to be performed automatically from the outside by means of a separate control device.

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 is:—

1. A coupling link for the automatic coupling device of a toy railway tender or locomotive provided in addition to the usual non-automatic couplings, characterised in that the coupling link is designed as an independent part adapted to be placed on the buffers of the tender or locomotive.

2. Coupling link according to Claim 1, characterised by a web plate which carries a pivotable coupling link and guides two angle members engaging round the necks of the buffers and being slidably attached to the coupling link by means of springs.

3. The coupling link for toy railway tenders or locomotives constructed substantially as described with reference to the annexed drawings.

Dated this 19th day of December, 1931.

[*Price* 1/-]

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Fig. 1

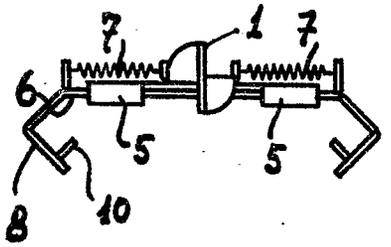
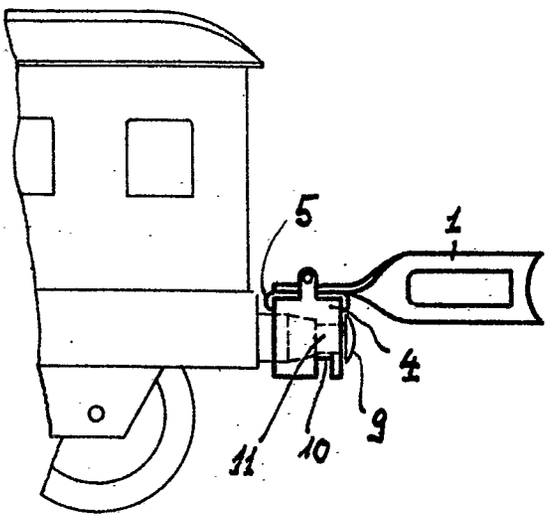


Fig. 2



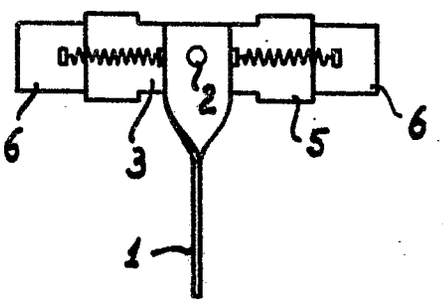


Fig. 3

Charles & Read Ltd. Photo Litho.