A. F. STREET.

Car Coupling.

No. 110,088. Patented Dec. 13, 1870.

Fig. 1.

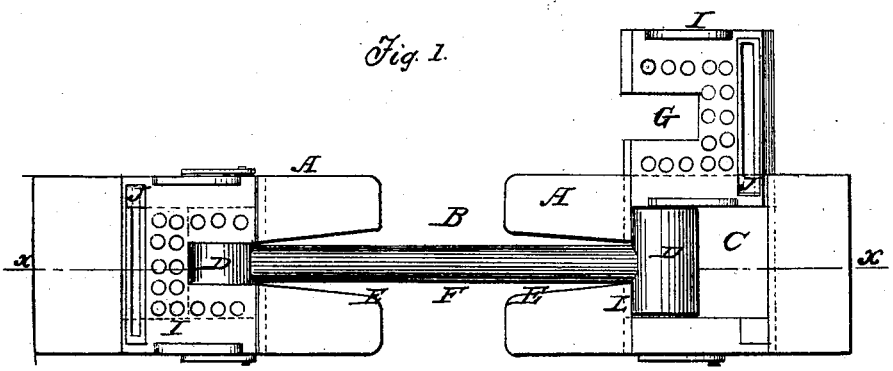
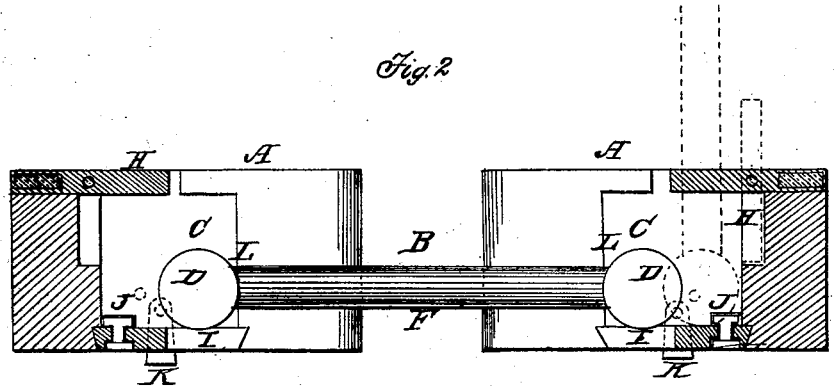


Fig. 2



Witnesses
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AUGUSTUS F. STREET, OF ZANESVILLE, OHIO.

Letters Patent No. 110,088, dated December 13, 1870.

IMPROVEMENT IN CAR-COUPLINGS.

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, AUGUSTUS F. STREET, of Zanesville, in the county of Muskingum and State of Ohio, have invented a new and useful Improvement in Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to a new and useful improvement in couplings for railroad-cars, whereby strength, durability, and certainty of operation are secured; and

The invention consists in the construction and arrangement of parts hereinafter described.

In the accompanying drawing—

Figure 1 represents a view of the reverse or under side of the coupling.

Figure 2 is a vertical longitudinal section of fig. 1, taken on the line *x x*.

Similar letters of reference indicate corresponding parts.

A A are the draw-heads of two opposite cars or trucks.

B is the link or double T for coupling the draw-heads together.

C C are square chambers in the draw-heads, which receive the ends of heads D of the coupling-link.

E E are openings from the chamber C C to the ends of the draw-heads, through which the stem F of the link passes from one draw-head to the other, as seen in the drawing.

These openings allow the link to adjust itself to cars of different heights. These openings extend vertically through the draw-heads, and back into the slides beneath the chambers, as seen at G, fig. 1.

H H are latches, which are pivoted to and rest on the draw-heads, which extend over the chambers C C for the purpose of keeping the link in its proper position.

I I are slides at the bottoms of the chambers C C, which work from either side for uncoupling.

J J are catches, which slide in slots from one side to the other, which prevent the slides I I from coming out.

These slides are kept in position by buttons K K, which drop down over the ends of the slides, as indicated by dotted lines in fig. 2.

The operation of coupling is as follows:

Stand the link on end, as seen in dotted lines in fig. 2, resting it against the latch, (which is also placed in an upright position.) Now, when the draw-heads or bumpers come together the link will fall into the opposite draw-head and the coupling is complete.

For uncoupling, one of the slides is drawn, which gives access to the link from either side of the track.

Orifices are made in the slides so that the chambers will not be obstructed with water, ice, or snow. These orifices are seen in fig. 1.

L L are the shoulders against which the link draws.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

The draw-head A, with the chamber C, openings E, shoulder L, and slide I, and, in combination therewith, the link B, the whole constructed and arranged to operate substantially as and for the purposes herein shown and described.

AUGUSTUS F. STREET.

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