

C. L. STORRS.
CAR-COUPLING.

No. 178,811.

Patented June 13, 1976.

Fig. 1.

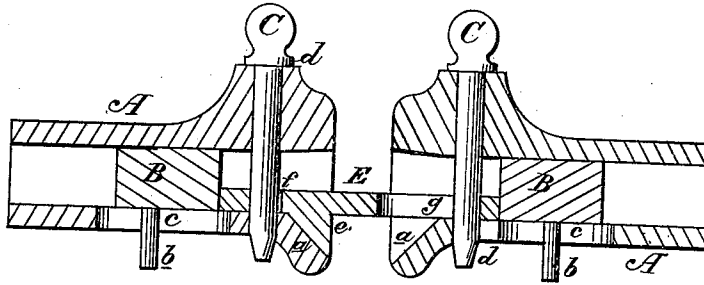


Fig. 2.

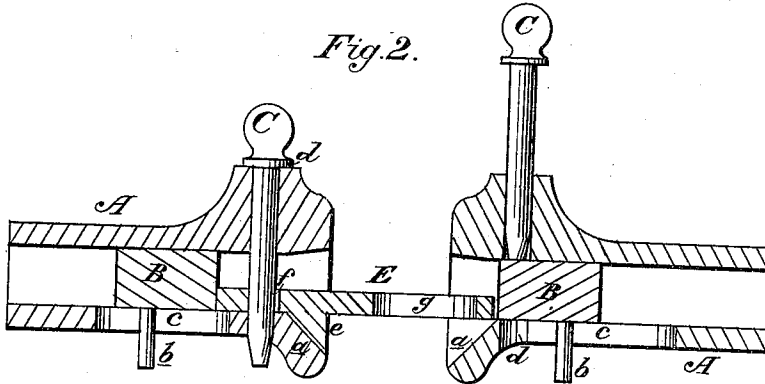


Fig. 3.

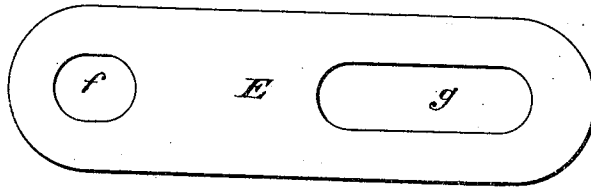
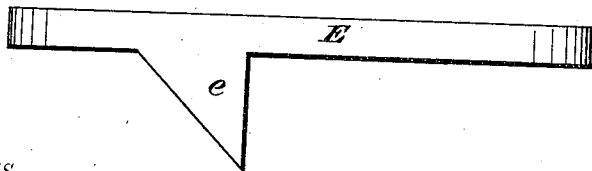


Fig. 4.



WITNESSES

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CARLTON L. STORRS, OF GRAND HAVEN, MICHIGAN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **178,811**, dated June 13, 1876; application filed May 10, 1876.

To all whom it may concern:

Be it known that I, CARLTON L. STORRS, of Grand Haven, in the county of Ottawa and State of Michigan, have invented certain new and useful Improvements in Automatic Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in car-couplings whereby the cars may be coupled automatically, thus obviating the danger attending the necessity of passing or standing between the cars when they come together; and it consists in the construction and arrangement of the devices forming parts of the coupling, as will be hereinafter more fully described.

In the annexed drawings, Figure 1 represents a sectional elevation of the draw-heads and link when coupled. Fig. 2 is a section view of the same when upon the point of being coupled. Fig. 3 is a plan view of my improved link, and Fig. 4 is a side elevation of the same.

A represents the buffer or draw-head, the mouth of which is constructed with a bevel-flange, *a*, at its lower side, and with pin-holes *d* at top and bottom. B is a block placed in the cavity of the draw-head, and provided with a guide-pin or handle, *b*, which moves in a slot, *e*, in the under part of the draw-head, thus allowing the block to slide over the pin-hole *d* when the car is uncoupled. The coupling-link E is provided on its under surface, near one end, with an inclined or beveled projection, *e*, which corresponds with the bevel-flange *a* on the draw-head. It also has a circular aperture, *f*, and a slot, *g*, for the reception of the coupling-pins C C.

In order to couple the cars the link is attached to the draw-head of one car by inserting the pin C in the upper pin-hole of the

draw-head and through the opening *f* in the link, the projection *e* of the link resting on the bevel-flange *a*, and so preventing the free end of the link from dropping below the flange on the opposite draw-head. The pin C in the opposite draw-head is raised and the block B is moved forward until it covers the pin-hole *d*, the pin resting upon the block. On backing the cars together the free end of the link will strike against the block B in the opposite draw-head, push it out of the way, and allow the pin C to drop through the slotted end of the link and into the lower pin-hole *d*, as shown in Fig. 1 of the drawings. The link, being constructed with beveled projection *e*, corresponding with the beveled flange *a* of the draw-head, upon which it rests, and being secured by the pin C, passing through the opening *f*, is held in a horizontal position for coupling with cars of the same height. It has, at the same time, sufficient lateral play and such free upward movement as to permit the coupling of cars of different heights, when, in coupling, the link is first attached to the draw-head of the lower car. The pin in one end of the link holds it firmly at that end, while the slot in the other end may be lengthened or shortened at pleasure, so as to give as much or as little play to the coupling as may be desired.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The link E, provided with beveled projection *e*, aperture *f*, and slot *g*, in combination with the draw-head A, having beveled flange *a*, substantially as and for the purpose specified.

In testimony whereof I have hereunto affixed my signature this 29th day of April, 1876, in presence of two witnesses.

CARLTON L. STORRS.

Witnesses:

JACOB DE BOE,
GEORGE SAXTON.