

Car Coupling.

Patented Oct. 18, 1870.

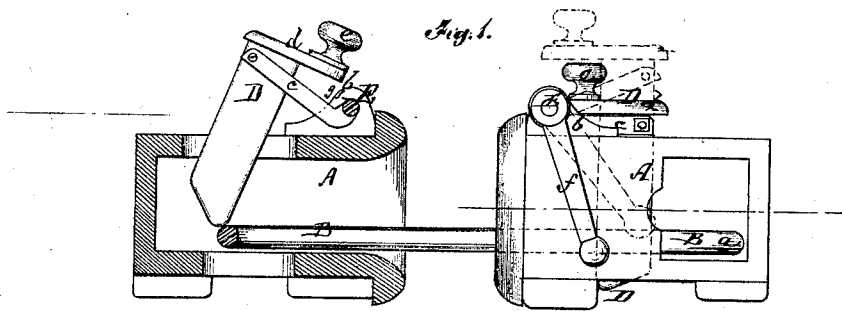
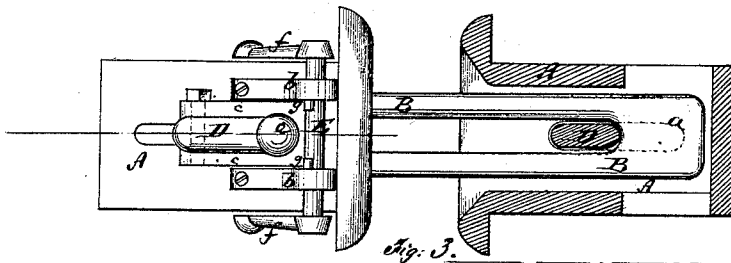


Fig. 2.



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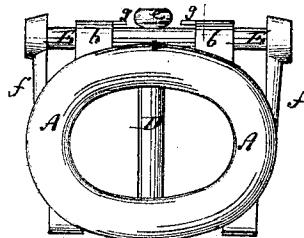
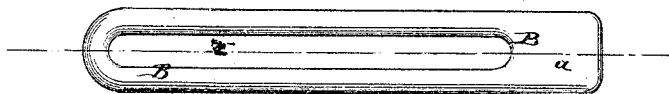


Fig. 4



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Witnesses:

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UNITED STATES PATENT OFFICE.

WARREN B. SNEDAKER, OF PHOENIX, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **108,404**, dated October 18, 1870.

To all whom it may concern:

Be it known that I, WARREN B. SNEDAKER, of Phoenix, in the county of Oswego and State of New York, have invented a new and Improved 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, in which—

Figure 1 represents a side view, partly in section, of my improved car-coupling. Fig. 2 is a plan or top view, partly in section, of the same. Fig. 3 is an end view of the same. Fig. 4 is a plan view of the link. Fig. 5 is a longitudinal section of the link.

Similar letters of reference indicate corresponding parts.

This invention is an improvement in the class of car-couplings which is known as "self-coupling;" and the improvement consists in the peculiar construction and arrangement of the devices constituting the coupling, whereby they are adapted to operate as hereinafter set forth.

A A in the drawing represent the draw-heads of two cars. B is the coupling-link. This link has an additional amount of metal, *a*, at one end, so that it is heavier and will be held horizontal by the additional weight.

In ears *b b*, that project from each draw-head, is hung a transverse shaft, E, which

has projecting cranks *c c*, to the ends of which the pin D is pivoted. The pin D fits through a slot of the draw-head, and is supported on the cranks *c* by means of a projecting flange, *d*. It is also provided with a projecting knob, *e*, to facilitate handling.

The shaft E has, furthermore, two projecting arms, *f f*, which are weighted at the ends to hold the pins down. When, by raising the knob *e*, or swinging the shaft E, the pin D is raised, it is drawn forward, and will thus clear the link without requiring the cars to be pushed together. When the car is uncoupled the pin will hang the same as when coupled, but will yield to the inserted link to permit automatic coupling, the weighted arms drawing it down again immediately after it is clear at the lower end.

The ears *b* have stops *g*, which arrest the cranks *c*, preventing the raising of the pin beyond the necessary height.

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

The coupling-pin D, provided with the flange *d*, the shaft E, crank-arms *c*, and weighted arms *f f*, combined with the slotted draw-head A, provided with stops *g*, all constructed and arranged in the manner shown and described.

WARREN B. SNEDAKER.

Witnesses:

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