

STURGES & YOUNG

Car Coupling.

No. 89,355.

Patented April 27, 1869.

Fig. 1

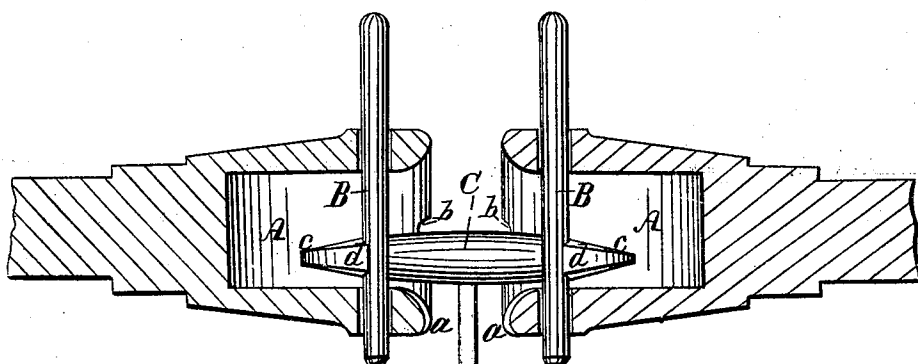


Fig. 3

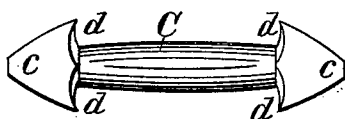
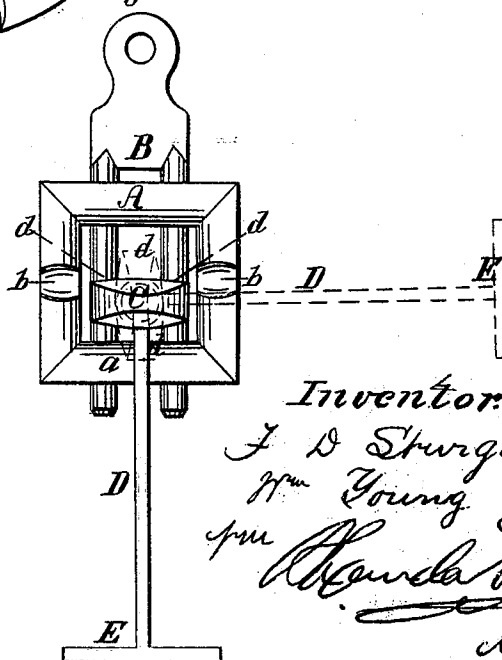


Fig. 2



Witnesses.

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FRED D. STURGES AND WILLIAM M. YOUNG, OF MOUNT VERNON, OHIO.

IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 89,355, dated April 27, 1869.

To all whom it may concern:

Be it known that we, FRED D. STURGES and WM. M. YOUNG, of Mount Vernon, in the county of Knox, and in the State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and we 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.

The nature of our invention consists in the construction and general arrangement of a car-coupling, which will be hereinafter fully set forth.

In order to enable others skilled in the art to which our invention appertains to make and use the same, we will now proceed to describe its construction and operation, referring to the annexed drawings, which form a part of this specification, and in which—

Figure 1 is a longitudinal vertical section. Fig. 2 is a front view of one of the bumpers, and Fig. 3 is a side view of the connecting-bar.

A A represent the draw-bars or bumpers, made in any of the known and usual ways, and having their lower or under sides cut out at *a*, as shown in Fig. 1, for a purpose that will be hereinafter set forth. On each side of the draw-bar is a notch, *b*, the object of which will also be hereinafter set forth.

B represents the coupling-pin, which is double, as shown in Fig. 2, the draw-bar having two holes for the insertion of said pin, instead of one, as is usually the case.

The coupling-link or connecting-bar C is a round bar of suitable length, and is at each end provided with a point, *c*, resembling a spear-point, the base of said points extending beyond the sides of the center bar, and forming curved hooks *d d*, as shown in Fig. 3.

From the center of the connecting-bar C, and from the side, so as to form a right angle with the points *c c*, extends a rod, D, of suitable length, which is at its lower end provided with a handle, E.

To couple the cars, the pins B B being in-

serted in the draw-bars, raise the rod D in a horizontal position, as shown in red lines in Fig. 2. The points of the connecting-bar C are then in position to enter between the arms of the double pin B, the notches *b b* in the sides of the draw-bar allowing the draw-bars to come together, the rod D falling into said notches. If the draw-bars do not come so close together as that the rod D enters the notches *b b*, or as soon as they are moved slightly apart, the weight of the rod D turns the connecting-bar C so that the hooks *d d* catch on the arms of the double pin B, as shown in Figs. 1 and 2. The under side of the draw-bars, being cut out at *a*, allows them to come together without interfering with the rod D.

To uncouple the cars while running it is only necessary to withdraw one of the double pins B, or, when the cars are standing still, to raise the rod D again to a horizontal position.

The connecting-bar C may of course be bent in any shape to suit the different heights of cars.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The draw-bar A, constructed, as described, with two holes for the insertion of a double coupling-pin, notches *b b* on its sides, and its under side, *a*, cut out for the purpose set forth.

2. The double pin B, operating substantially as described.

3. The combination of the connecting-bar C with the double coupling-pin B and rod D, all constructed as described, and operating substantially as and for the purposes herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 23d day of January, 1869.

FRED D. STURGES.
WILLIAM M. YOUNG.

Witnesses:

N. GUERNSEY,
D. W. LAMBERT.