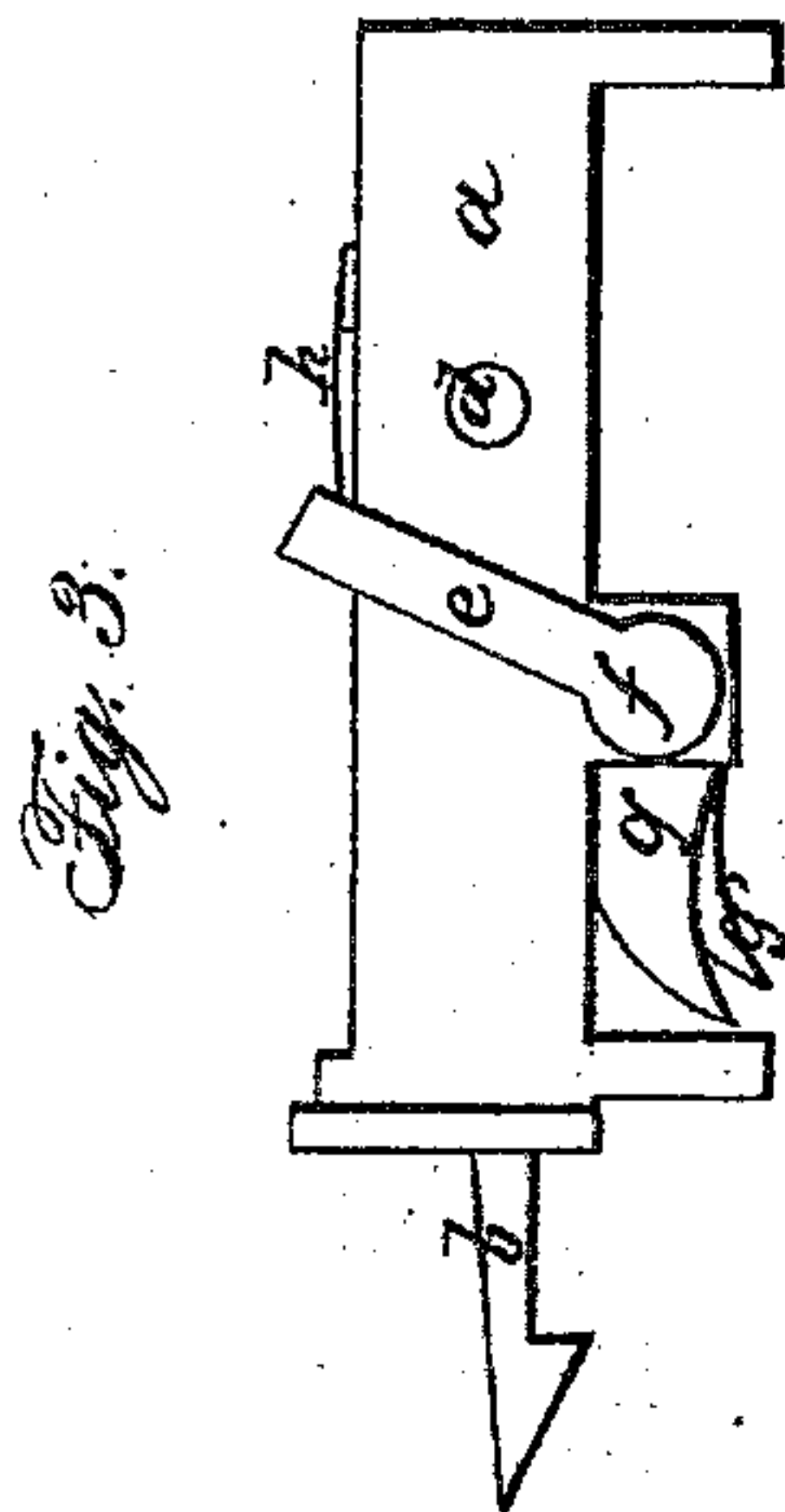
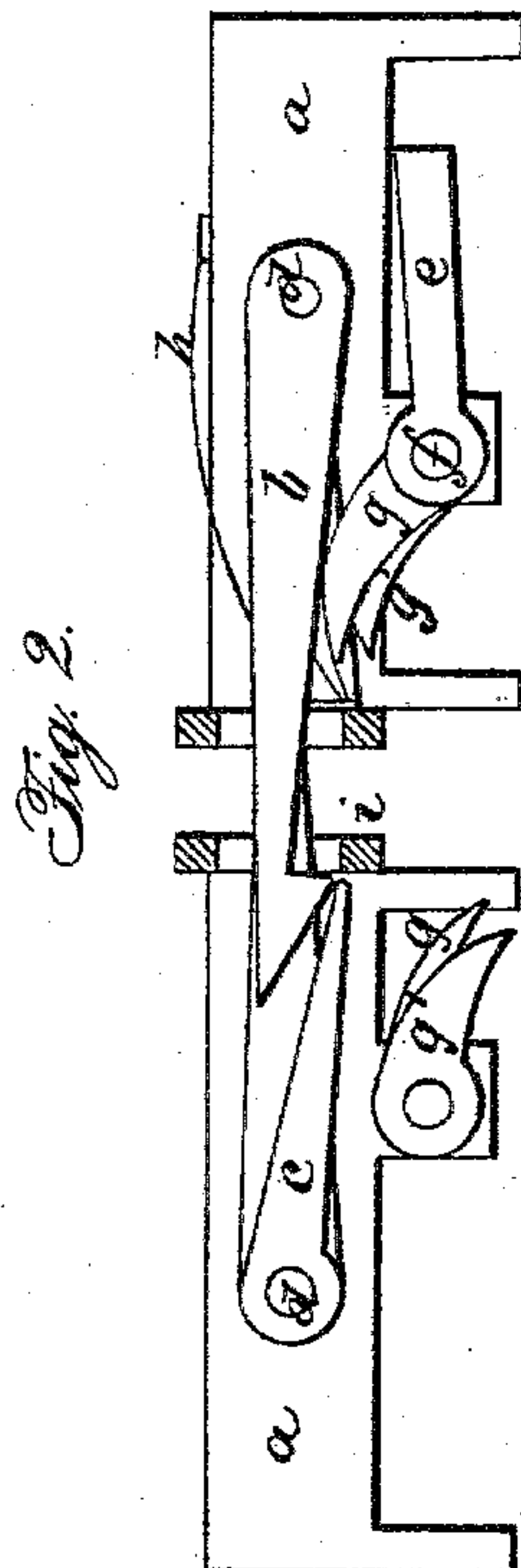
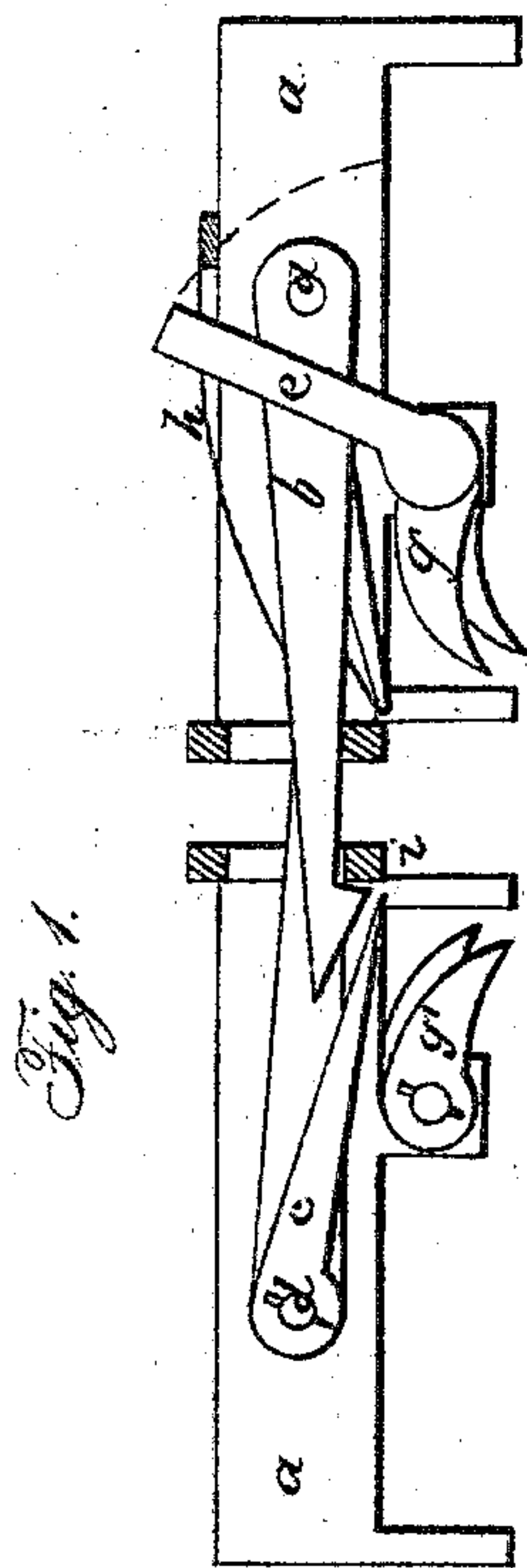


WENTWORTH & AMES.

## Car Coupling.

No. 23,282.

Patented Mar. 15, 1859.



**Witnesses:**

Jas B. Chapleugh  
 Georg W Balloch

**Inventor:**

Noah H. Westwath  
Martin C. Ames.

# UNITED STATES PATENT OFFICE.

NOAH H. WENTWORTH AND MARTIN L. AMES, OF SOMERSWORTH, NEW HAMPSHIRE.

## RAILROAD-CAR COUPLING.

Specification of Letters Patent No. 23,282, dated March 15, 1859.

*To all whom it may concern:*

Be it known that we, NOAH H. WENTWORTH and MARTIN L. AMES, of the town of Somersworth, in the county of Stafford and State of New Hampshire, have invented a new and useful Improvement in Car-Couplings; and we do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings and to the letters and marks thereon.

Of the drawings forming part of this specification, Figure 1, represents the coupling in the condition for holding the cars together; Fig. 2, the condition when ready for being separated; and Fig. 3, shows one of the parts of the coupling only with the latch or catch inclined downward by the force of the spring.

Each part of this coupling is made up of a frame or case (*a*), having a latch or catch (*b*), a lever (*c*), a shaft (*d*) to which is affixed the latch and the lever, a crank-arm (*e*) for operating the shaft (*f*) and two cams (*g*, *g'*), the one (*g*) being under the latch and the other (*g'*) being under the lever, and a spring (*h*) for forcing the latch downward and holding it in position when the parts are coupled.

It will be seen that when both of the parts of the coupling are affixed to cars, the latch of the one part will, by the proper movement of the car being given, readily pass over the bar (*i*) of the other part of

the coupling and catch and be held in its connecting position, provided the lever of the other part is depressed, and thus the catches of both parts of the coupling will hold the one to the other. Whenever it is desired to uncouple, turning the crank-arm (*e*) will elevate the cams (*g*, *g'*), the one cam acting directly on the latch or catch and the other cam acting indirectly through the lever. Under this arrangement both shafts (*f*) become the means of operating on both latches, and both levers act as guides to the latches as well as levers. Each crank-arm (*e*) can be actuated independently or several of them may be operated conjointly by any convenient means for that purpose. This arrangement of the latches and levers with the cams and shafts makes a very sure and steady coupling.

Having thus set out our invention what we claim as new and desire to secure by Letters Patent is,

Combining with each latch or catch a lever as herein described, and providing the latch and lever when thus combined with the cams and their shafts and crank-arms for actuating them, as and for the purposes set forth.

NOAH H. WENTWORTH.  
MARTIN L. AMES.

Witnesses:

GEORGE W. BALLOCH,  
JAS. B. SHAPLEIGH.