

C. FOSTER.
Car Coupling.

No. 41,837.

Patented Mar. 8, 1864.

Fig. 1.

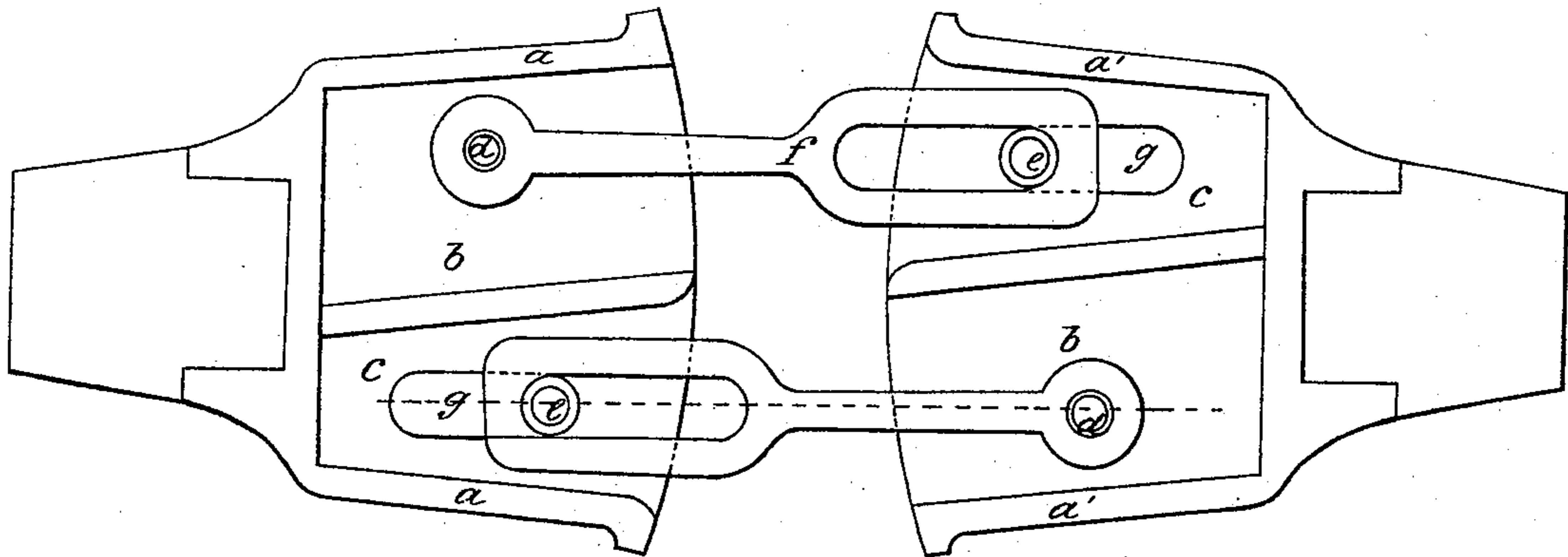


Fig. 2.

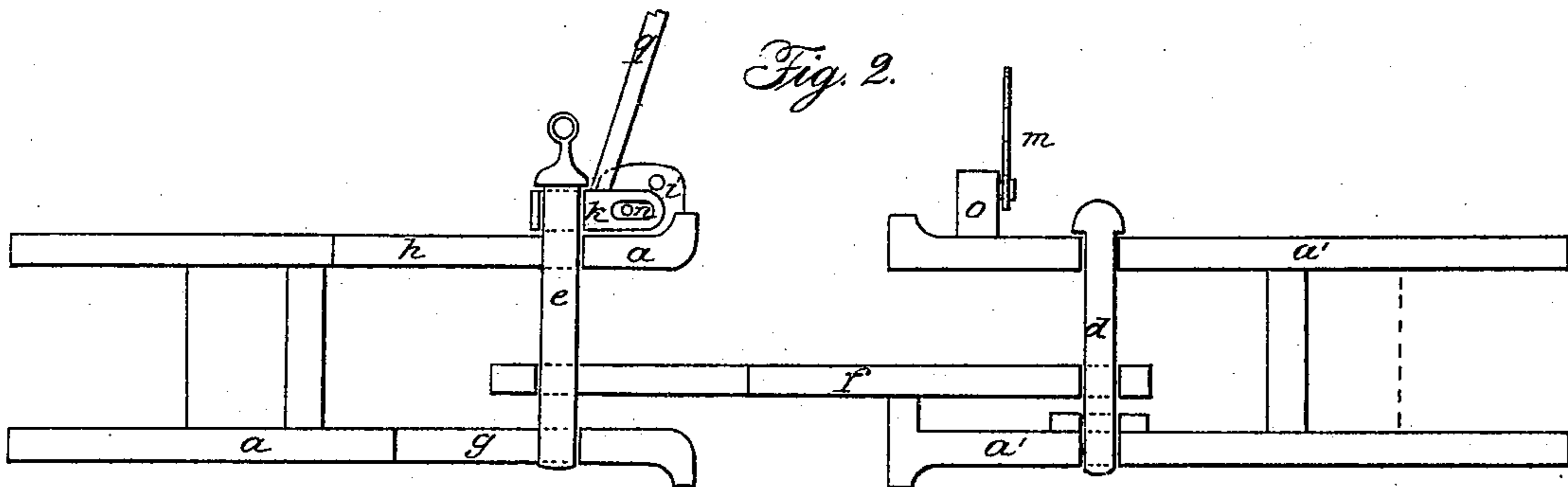


Fig. 3.

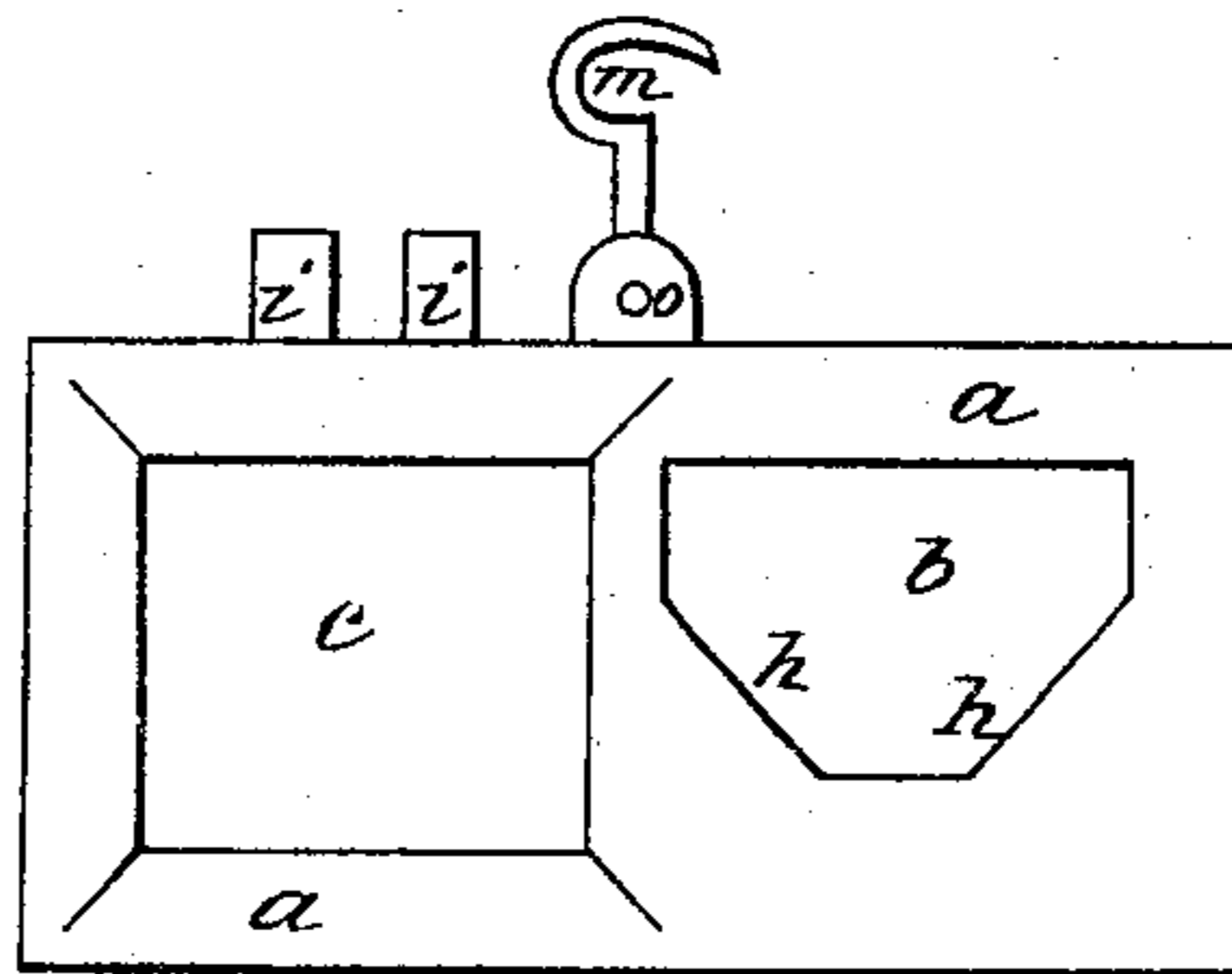


Fig. 4.

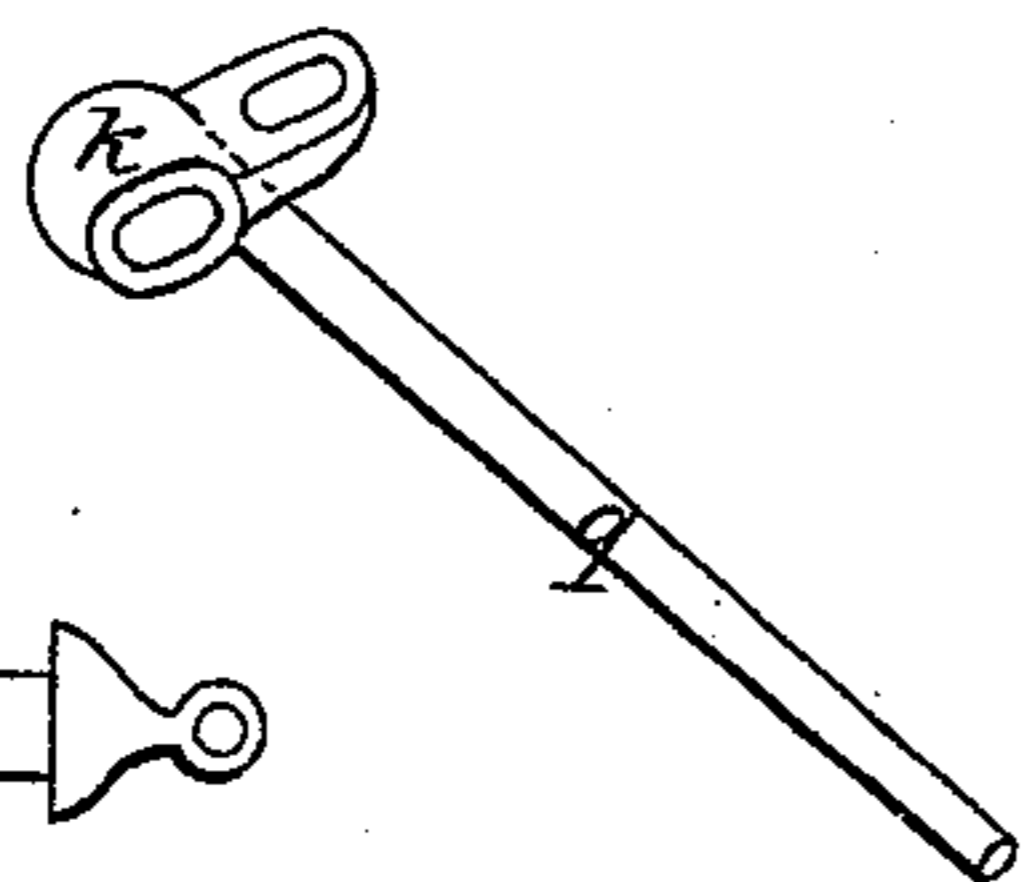
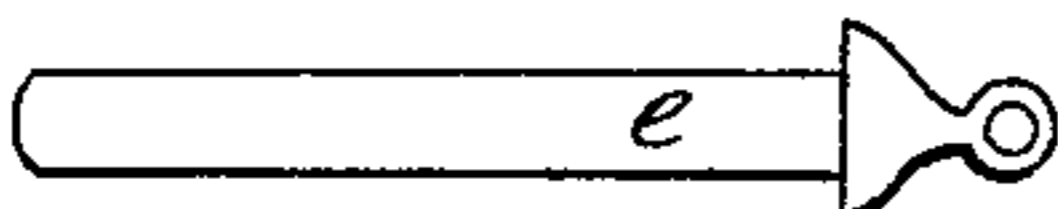


Fig. 5.



Witnesses:

W. G. Ritch
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Inventor:

Carlton Foster

UNITED STATES PATENT OFFICE.

CARLTON FOSTER, OF OSHKOSH, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 41,837, dated March 8, 1864

To all whom it may concern:

Be it known that I, CARLTON FOSTER, of the city of Oshkosh, county of Winnebago, and State of Wisconsin, have invented a new and useful Improvement in the Coupling and Uncoupling of Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a horizontal section; Fig. 2, a vertical longitudinal section cutting Fig. 1 through the red dotted line. Fig. 3 is a geometrical elevation of face of bunter. Fig. 4 is a perspective view of adjustable eye and lever. Fig. 5 is a coupling-pin.

The whole is constructed of iron, wherein *a* and *a'* are duplicate frames and bunters. *f* are duplicate connecting-links. *b* are duplicate chambers in which the stationary end of links *f* are secured by pins *d*. *c* are duplicate chambers wherein links *f* traverse and couple, and are secured by coupling-pins *e*. *k*, Fig. 2, is an adjustable eye, of which there are duplicates, secured by and work on pivot *n* at bearings *i*. (Seen in Fig. 3.) *h* is a slot in top and *g* is a slot in the bottom of frame or bunter, (seen in Fig. 2,) in which coupling-pin *e* traverses when cars are in the act of coupling or uncoupling. *p*, Fig. 3, serve to adjust the connecting-link to a central position. *q* is a lever attached to eye *k*, and is for the purpose of raising coupling-pin *e* when in the act of uncoupling. *m* is a hook to secure lever *q* in horizontal position.

In operation my invention is a self-coupler, and as cars are uncoupled are always, without further adjustment, left ready for coupling. The several parts are respectively constructed in duplicate. Insert the coupling-pin *e* perpendicularly in the eye *k* of each

bunter, the connecting-link *f* being secured in left chamber, *b*, of each bunter by pin *d*, and the cars are adjusted for coupling. As the cars come together the connecting-links traverse the funnel-shaped chambers *c*, Fig. 1, raising the coupling-pins *e*, angularly passing under, the coupling-pins swing inside the connecting-link, and the cars are securely coupled.

To uncouple, when the bunters are quite together, raise the coupling-pins, respectively, to a horizontal position with the lever *q*, secure the lever in a like position by hook *m* on opposite bunter; or, if the cars are not sufficiently near together to permit the coupling-pin to clear the link, raise the coupling-pin by hand until it will clear the link and secure the lever as before described, and the cars are uncoupled. Then, as the forward car leaves the rear car, the hooks *m* are detached from lever *q*, and the cars are respectively adjusted for recoupling.

It will be observed that with this style of coupler either end of a car will couple with any other car having a like coupler.

What I claim as my invention is—

1. The construction and use of the eyes *k*, connected to levers *q*, for the purpose of receiving and holding in position the coupling-pins *e*, and operating them in their respective bunters, as herein described and set forth.

2. In combination with the foregoing, the mode of securing the connecting-links, as at *d*, for the purpose herein described.

3. The combination of said eyes, levers, links, and hooks *m* and bunters *a* and *a'*, in the manner and for the purpose herein set forth.

CARLTON FOSTER.

Witnesses:

W. G. RITCH,
G. W. WASHBURN.