A. B. & F. S. TAFT.

Car Coupling.

No. 53,764. Patented Apr. 3, 1866.

Fig. 1.

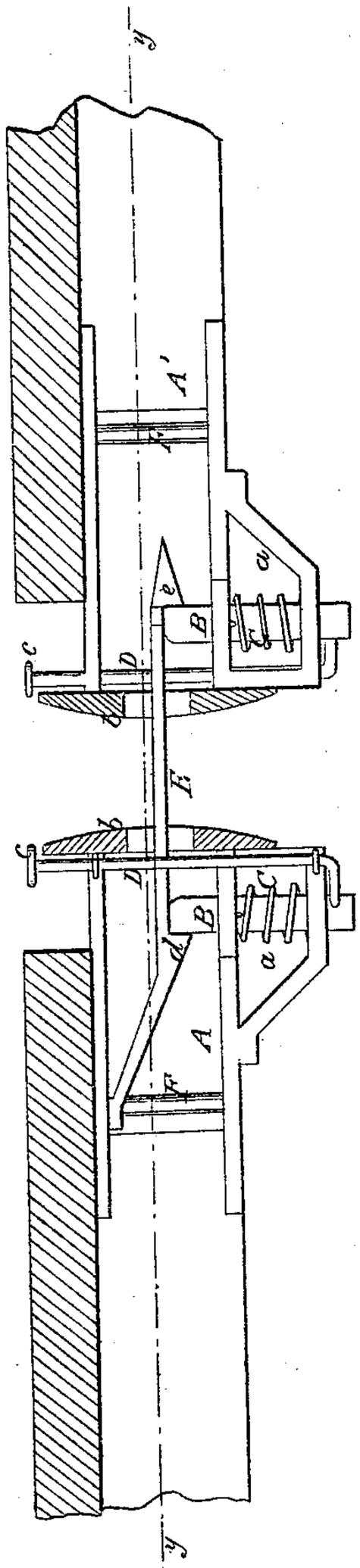
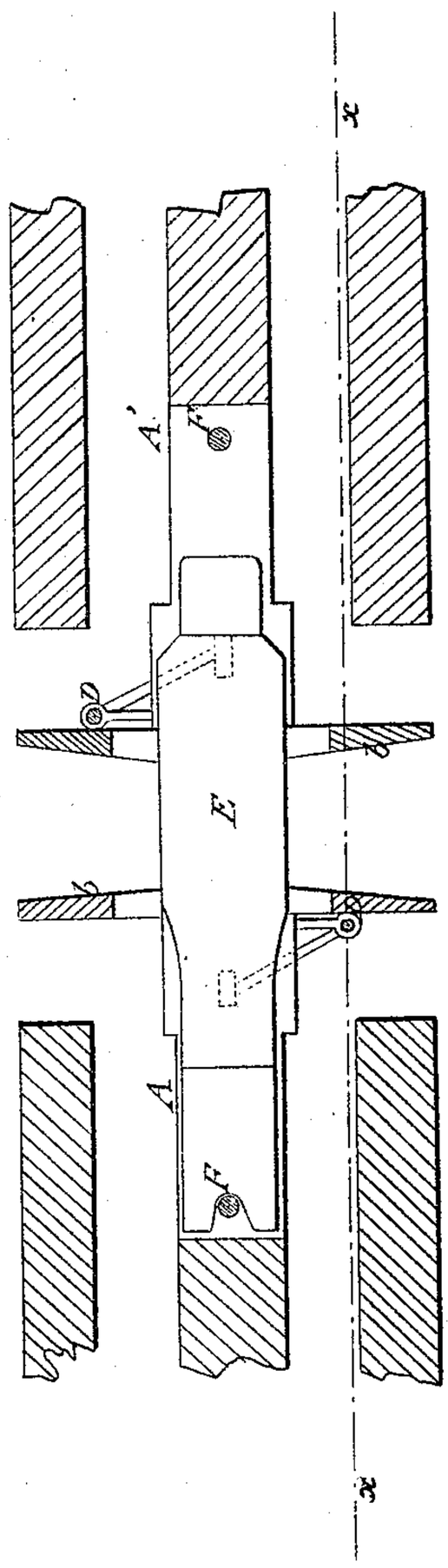


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

A. B. TAFT AND FRANK S. TAFT, OF MONTREAL, CANADA EAST.

IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. **53,764**, dated April 3, 1866; antedated March 21, 1866.

To all whom it may concern:

Be it known that we, A. B. TAFT and F. S. TAFT, citizens of the United States, temporarily residing in Montreal, Canada East, have invented a new and Improved Car-Coupling; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side sectional view of our invention, taken in the line *x x*, Fig. 2; Fig. 2, a horizontal section of the same, taken in the line *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to a new and improved car-coupling of that class designed to be self-acting or self-coupling.

The object of the invention is to obtain a car-coupling of the class specified which will be simple in construction, capable of being applied to the ordinary draw-heads in present use, and which will also be self-disconnecting in case of a car running off the track.

A A′ represent the draw-heads in the adjoining ends of two cars. These draw-heads are each provided with a chamber or recess, *a*, below their front parts, through which pins B pass vertically and are allowed to slide up and down freely, said pins having spiral springs C, or their equivalents, upon them, which springs have a tendency to keep the pins B in an elevated position, as will be fully understood by referring to Fig. 1.

The pins B have each a vertical rod, D, attached to them, said rods passing up at the rear of the front plate, *b*, of the draw-heads, and having buttons *c* upon them, which are about on a level with the platforms of the cars.

In the draw-head A there is fitted a shackle, E, the latter extending back to the rear part of the draw-head, and having a notch, *d*, in its back end, through which a vertical pin, F, in the draw-head passes. This shackle is provided with a shoulder, *d*, at its under side, which bears against the rear side of the pin B in draw-head A and holds the shackle in said draw-head. The front end of the shackle is provided with a shoulder, *e*, at its under side, to form a catch, the end of the shackle beyond said shoulder or catch being beveled both at its upper and under surface.

From the above description it will be seen that when the shackle E enters the draw-head A′ it will catch over the top of pin B in said draw-head and form a connection between the two cars, and the slots in the front plates, *b*, of the draw-heads are sufficiently wide or long to admit of the lateral movement or surging of the cars, and also deep enough to admit of a necessary vertical play of the cars; but in case a car is thrown from the track the shackle will slip off from the pin B in the draw-head A′, owing to the oblique position the car passing off will have with those on the track, and said car consequently cannot drag others off with it. The same result is attained if a car falls by the breaking of a bridge or runs off of an open draw.

The cars may be disconnected at any time by depressing either of the pins B by forcing down its rod D with the foot.

This invention may be applied to any of the ordinary draw-heads in use. It is simple in construction and not liable to get out of repair or become deranged by use. The shackle E may be applied indiscriminately to either draw-head.

We claim as new and desire to secure by Letters Patent—

The shackle E, provided with the shoulders *d e* and fitted in the draw-head, as shown, in connection with the pins B B, provided with springs C and having rods D attached, all being arranged to operate substantially as and for the purpose set forth.

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Witnesses:
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