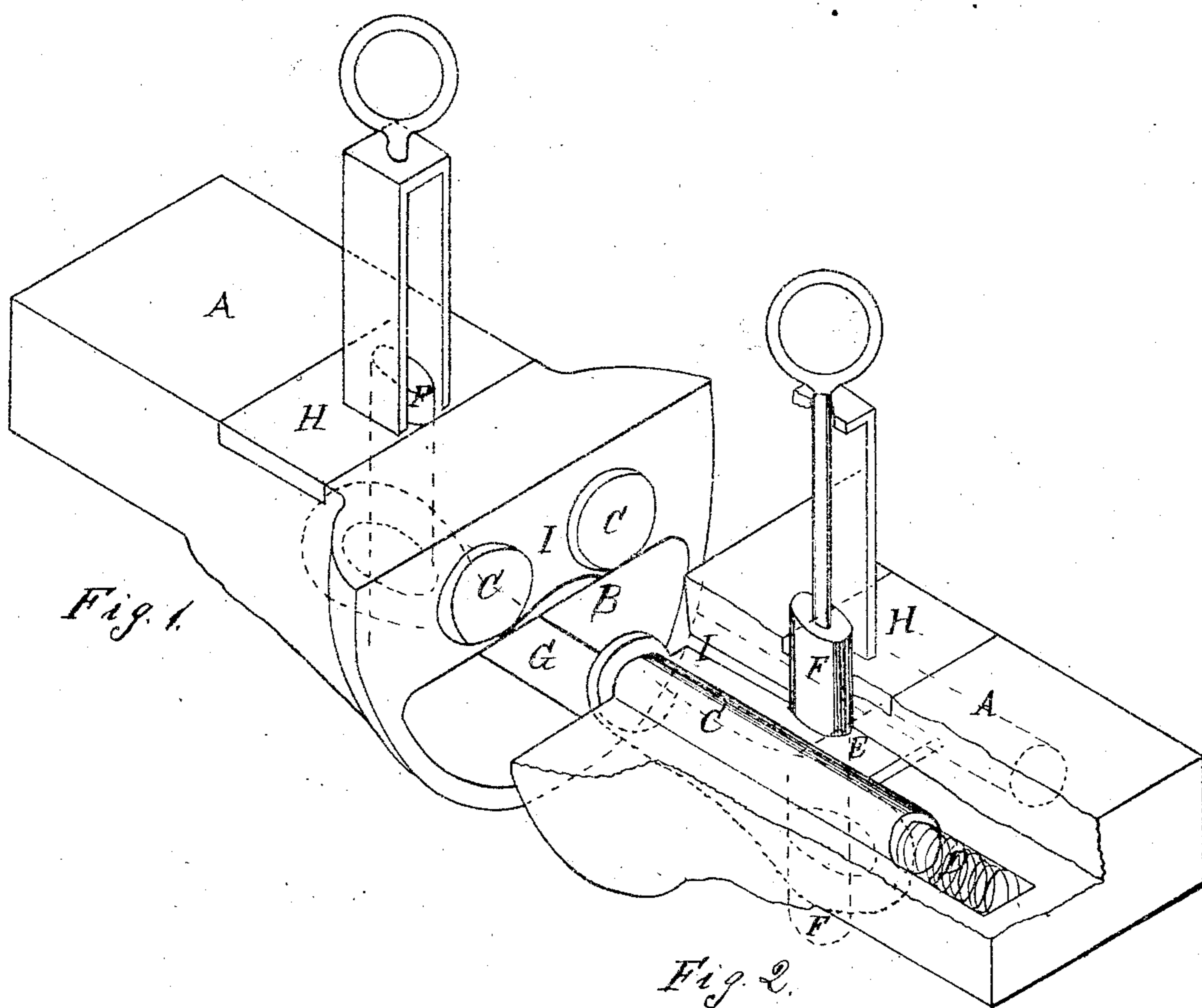


T. Steinhauer.

Car-Coupling.

N^o 76112

Patented Mar. 31, 1868.



Inventor:

Witnesses;

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THEOPHILUS STEINHAUER, OF SYRACUSE, NEW YORK.

Letters Patent No. 76,112, dated March 31, 1868.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, THEOPHILUS STEINHAUER, of Syracuse, in the county of Onondaga, in the State of New York, have invented a new and improved Self-Acting Car-Coupling; 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 perspective view.

Figure 2 same with the interior laid open.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved self-acting car-coupling, which shall be simple in construction, not liable to get out of order, and reliable in its operation, and by the use of which, going between the cars to couple them will be rendered wholly unnecessary; and it consists in the construction, combination, and arrangement of the various parts, as hereinafter more fully described.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A is the body of the coupling, which is attached to the draught bars of the car in the ordinary manner. The mouth B is made hopper-shaped, so that the coupling-link or bar may be sure to enter, even when the adjacent cars are of different height or stand out of line with each other. C are pins or bars, round, the outer ends of which have heads for the bumpers of the adjacent cars to strike against, and which said heads are countersunk in the bumpers, and so completely protected from being injured by any hard pressure. The bars or rods *c* enter recesses formed in the body of the coupling, upon each side of and a little above its hopper-shaped mouth; and their inner ends rest against the coiled springs D, placed in the bottom of the holes or recesses in which the said bars or rods are placed. The two rods or bars, *c*, are connected by a wrought-iron plate, E, at the ends. The whole bars C and plate E to be stamped out by a die together, solid and complete, so as to be moved back and forth by the movement of the bars or rods *c*. F is the coupling-pin, which I prefer to make oblong or rectangular in form, and the lower end of which is bevelled or rounded off, so that it may, without fail, pass through the coupling-link or bar. G is the coupling-link or bar, which may be made in the ordinary form, but which I prefer to make in the form of a bar, having oblong holes or slots formed in it, near its ends, for the reception of the coupling-pin F. When the cars are uncoupled, the pin F rests upon and is held by the plate E; then, as the cars are run together to be coupled, the bars or rods *c* are forced in, compressing the springs D, and moving the plate E back from beneath the pin F, allowing the pin F to drop through the coupling-link or bar G, securely coupling the cars. To uncouple the cars, the pin F is raised, when the springs D immediately force the bars or rods *c* forward, carrying the plate E with them, to again support and hold the pin F ready to again couple the cars when required. With this coupling the cars will always couple themselves, and the pin may be readily withdrawn to uncouple the cars from the platform, so that it will never be necessary to go between the cars, to either couple or uncouple them. H is a plate, on which is attached an upright guide, to always keep the pin F in proper position for action, and is fastened by bolts or otherwise in the regular manner. I is a plug to fit into the aperture between the bars *c*, and is fastened by bolts in the ordinary manner, and its use is to permit the rod C to enter its proper place, and afterwards securely hold them there. The body of the coupling to be made of cast iron, the plate *i*, rods and plate E and C, pin F, and link G to be made of wrought iron.

What I claim as my invention, and desire to secure by Letters Patent, is—

An improved self-acting car-coupling, formed by the combination of the body A and hopper-shaped mouth B, bars or rods C, springs D, plate E, coupling-pin F, coupling-link G, plate and pin-guide H, and plug I, with each other, and with the body of coupling, said parts, A, B, C, D, E, F, G, H, I, being constructed and arranged substantially as herein shown and described, and for the purpose set forth.

The above specification of my invention signed by me, the 8th day of February, 1868.

THEOPHILUS STEINHAUER.

Witnesses:

L. L. ALEXANDER,

WM. HENRY HOYT.