

R. F. BAUGHN.

Car Coupling.

No. 92,249.

Patented July 6, 1869.

Fig. 1

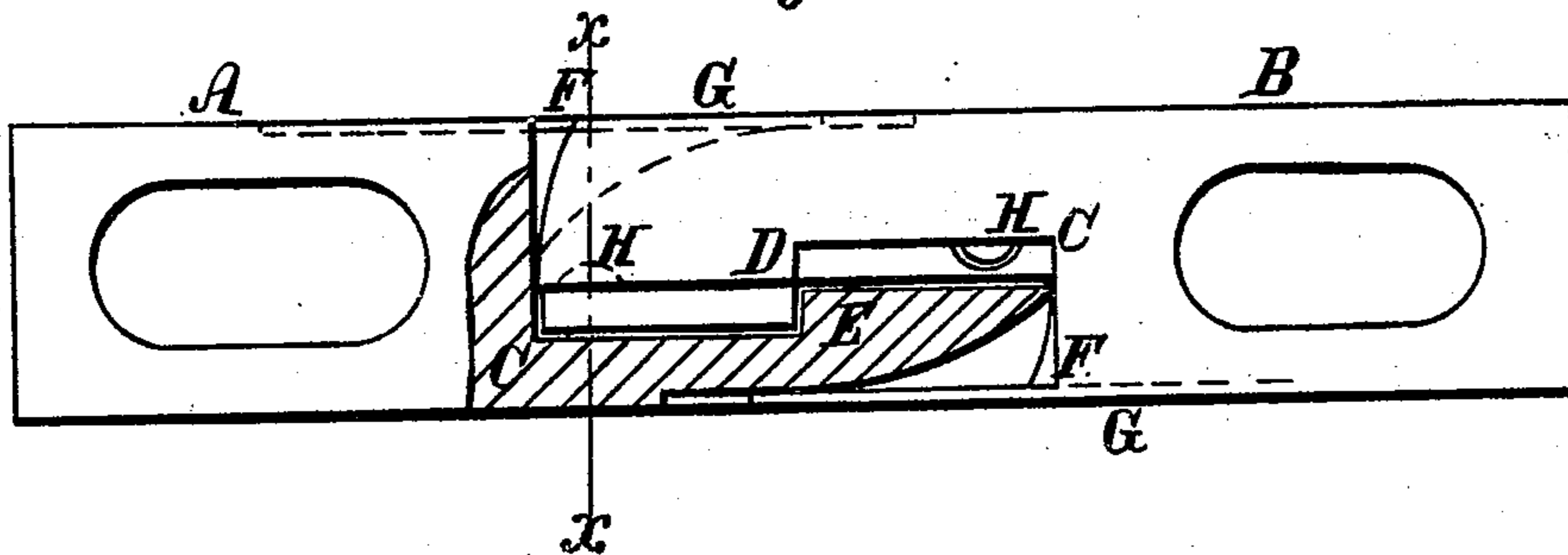
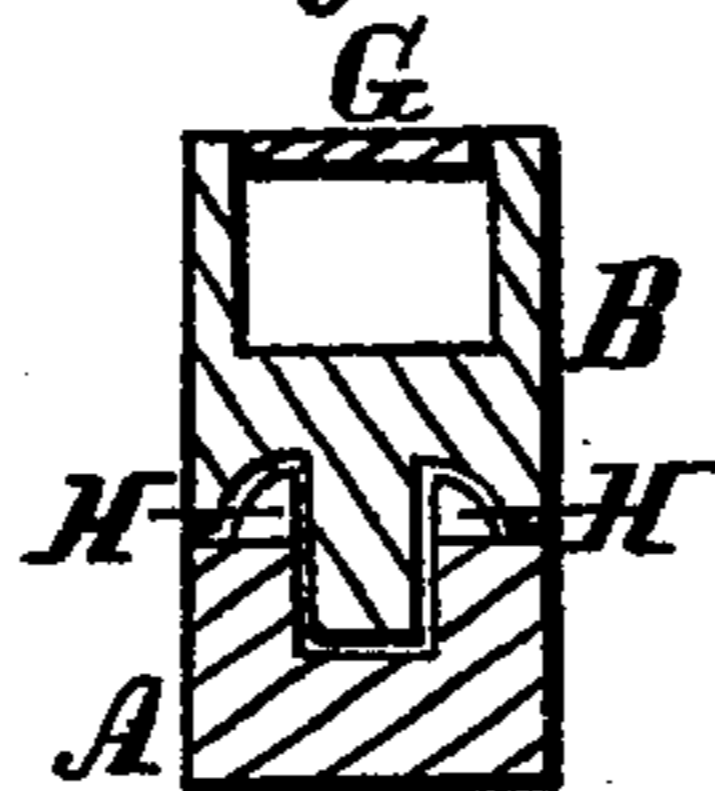


Fig. 2



Witnesses;

Gustave Dietrich
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Inventor:

R. F. Baughn.
PER *[Signature]*

United States Patent Office.

R. F. BAUGHN, OF LEXINGTON, MISSISSIPPI.

Letters Patent No. 92,249, dated July 6, 1869.

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, R. F. BAUGHN, of Lexington, in the county of Holmes, and State of Mississippi, have invented a new and useful Improvement in Railroad-Car Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The object of this invention is to so construct a railroad-coupling, that it shall uncouple automatically, in case the car to which it is attached is thrown from the track, or turned on a short angle with the next car ahead; and consists in the arrangement hereinafter described.

In the accompanying sheet of drawings—

Figure 1 represents a longitudinal view of a car-coupling, constructed according to my invention, a portion of one part of the coupling being broken away to show the interior.

Figure 2 is a cross-section of fig. 1, through the line $x x$.

Similar letters of reference indicate corresponding parts.

This coupling is made in two parts, A and B, which are attached to separate cars, and which form a secure coupling.

The two parts are halved or locked together in such a manner, that on a straight pull, or pull around a curve, the parts remain securely coupled, but when a short angle is turned laterally in either direction, the part of the coupling so turned, acts as a lever, which has its fulcrum at the point C.

There is an exterior and an interior lock, which re-

ceives the pull when the cars are in motion. These locks are square shoulders.

D is the outer lock, on the part B, the corresponding shoulder on the part A being broken away, to show the interior lock, E, which is on the part A.

The part B is recessed, and the part A is tongued to fit, while the ends are rounded or bevelled off, to allow of an angular movement, as seen at F.

G represents flat springs, on the outside, one on each part, which bear upon opposite part with a constant pressure, and keep the parts engaged with each other, except when one part is turned at an angle which separates the locks, in which case the springs give sufficiently to allow the parts to separate.

H represents projecting globular sections, on one part, and corresponding recesses in the other, which engage with each other when the cars are coupled, and serve to make the connection more secure, but which readily disengage in uncoupling.

By the use of this coupling, a car that is thrown from the track, will be instantly released from the train, so that it cannot drag other cars after it, or be dragged itself, thus avoiding many of the most serious consequences of this class of railroad-accidents.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

The parts A B, with the springs G, constructed, arranged, and operating substantially as and for the purposes herein shown and described.

R. F. BAUGHN.

Witnesses:

J. P. POVALL,
W. W. DURDEN.