

T. R. HERD.
Car Coupling.

No. 100,146.

Patented Feb. 22, 1870.

Fig 1

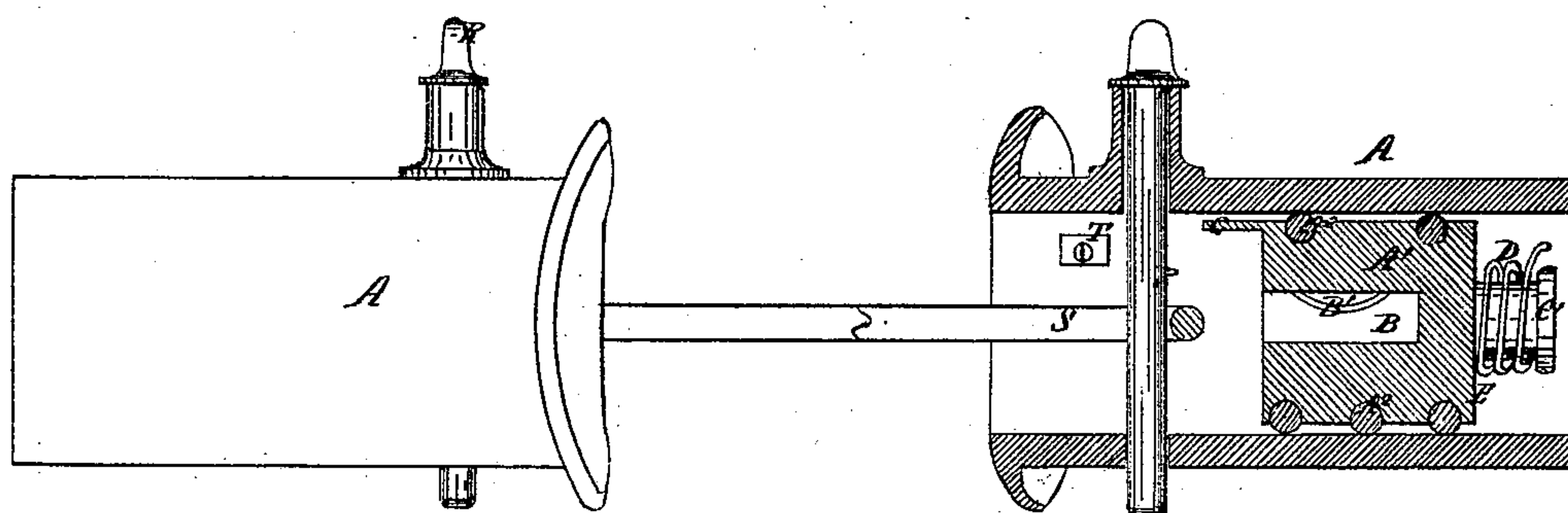
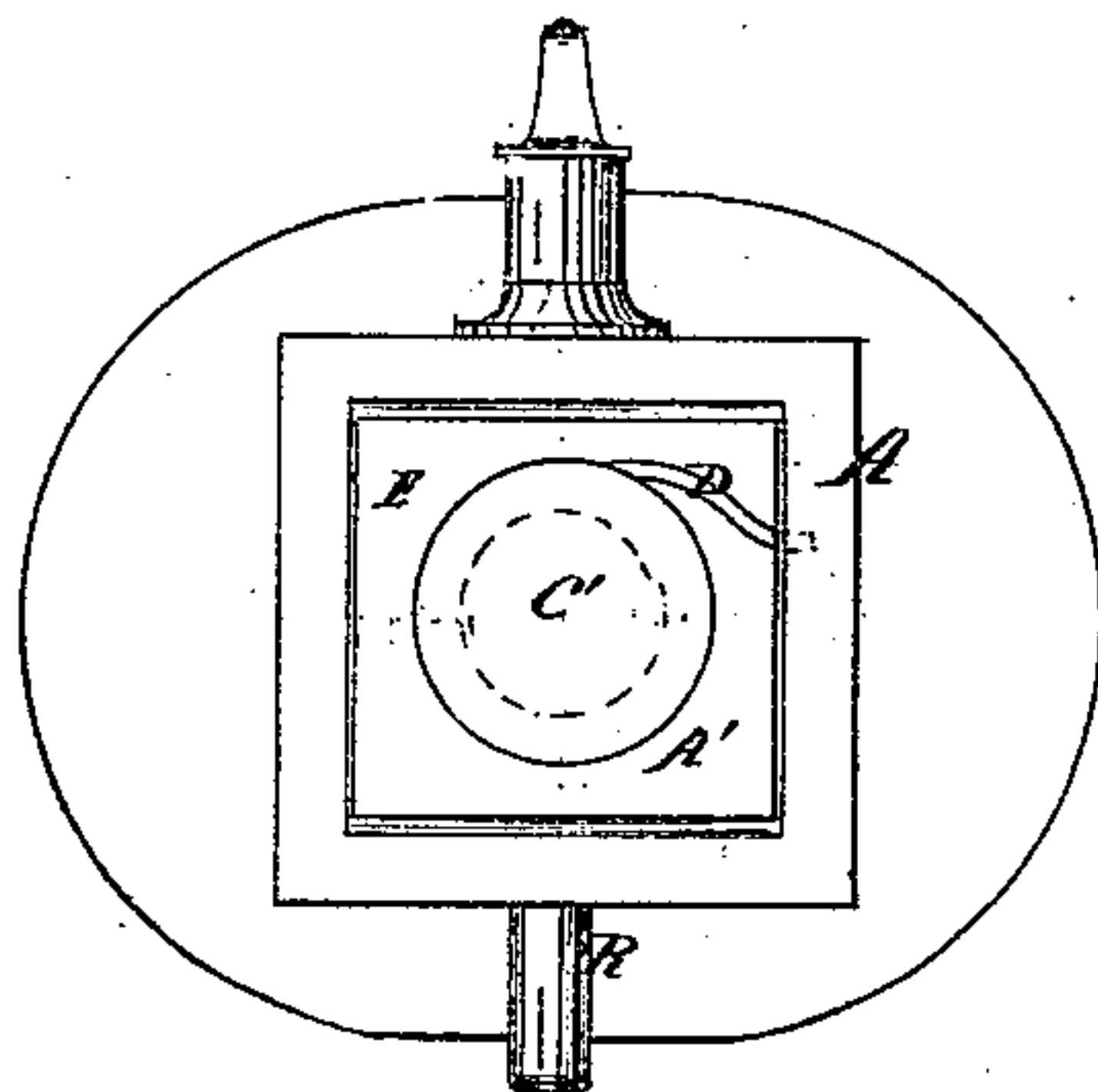


Fig 2



WITNESS.
Orival. Brackett.
Benj. Fallows

INVENTOR.
Thos R Herd

United States Patent Office.

THOMAS R. HERD, OF ALLEGHENY CITY, PENNSYLVANIA.

Letters Patent No. 100,146. dated February 22, 1870.

IMPROVEMENT IN RAILWAY-CAR COUPLINGS.

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, THOMAS R. HERD, of Allegheny City, in the county of Allegheny, and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction of car-couplings, whereby railroad-cars may be coupled together automatically, as herein described.

In the accompanying drawings—

Figure 1 is a sectional elevation of my invention.

Figure 2, a rear view of the same.

Letters of reference denote parts.

The body of the coupling A is hollow, and is of the same construction as those heretofore in use.

In the inside of said body is a carriage, A¹, having one or more rollers or wheels, A², on the top and at the base thereof, so arranged that they will be between said carriage A¹ and the upper and lower part of the main body of the said coupling A.

At or near the central part of said carriage A¹, and lying longitudinally therewith, is a recess, B, having a spring, B', pendent from its upper portion.

Said carriage A is also provided at its upper part, and projecting therefrom, with a step, C, the other extremity of said carriage being of a circular form, C', around which is placed a suitable spring, D, as shown in the drawing. It is of spiral construction, said spring D pressing at the extremity E of the carriage

A¹, and is attached in any suitable manner to the side of the coupling A, which is provided with the ordinary pin R and link S.

A lug, T, is attached to the side of said coupling A, to prevent the carriage A¹ from being forced through too far.

The mode of operating with my devices is as follows, viz:

When the couplings A are disconnected, the carriage A¹ is in such a position that the step C will be underneath the coupling-pin hole. The link S is placed in the recess B, the spring B' holding it firmly in place. The pin R is placed in its receptacle, resting on the step C. The link S then, being pushed, forces back the carriage A¹, removing the step C from the pin, which falls through the link S, and the couplings are attached, the pin R being removed. By the action of the spring D the carriage A¹ returns to its first position.

Having thus described my invention,

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

The coupling A, with the link S and pin R, in combination with the carriage A¹, recess B, spring B', rollers A², step C, and spring D, when constructed, arranged, and operating substantially as described, and for the purpose set forth.

In testimony that I claim the foregoing as my own, I affix my signature in presence of two witnesses.

THOS. R. HERD.

Witnesses:

PERCEVAL BECKETT,
JNO. P. CLARKE.