A. A. Atwater.

CAR COUPLING.

No. 120,610.

Patented Nov. 7, 1871.

Fig. 1.

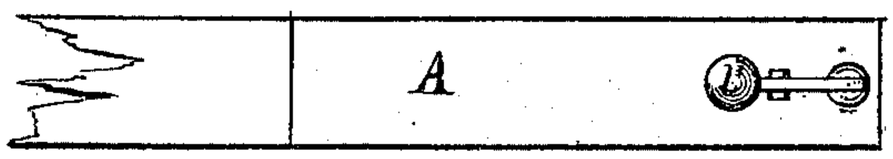


Fig. 2.

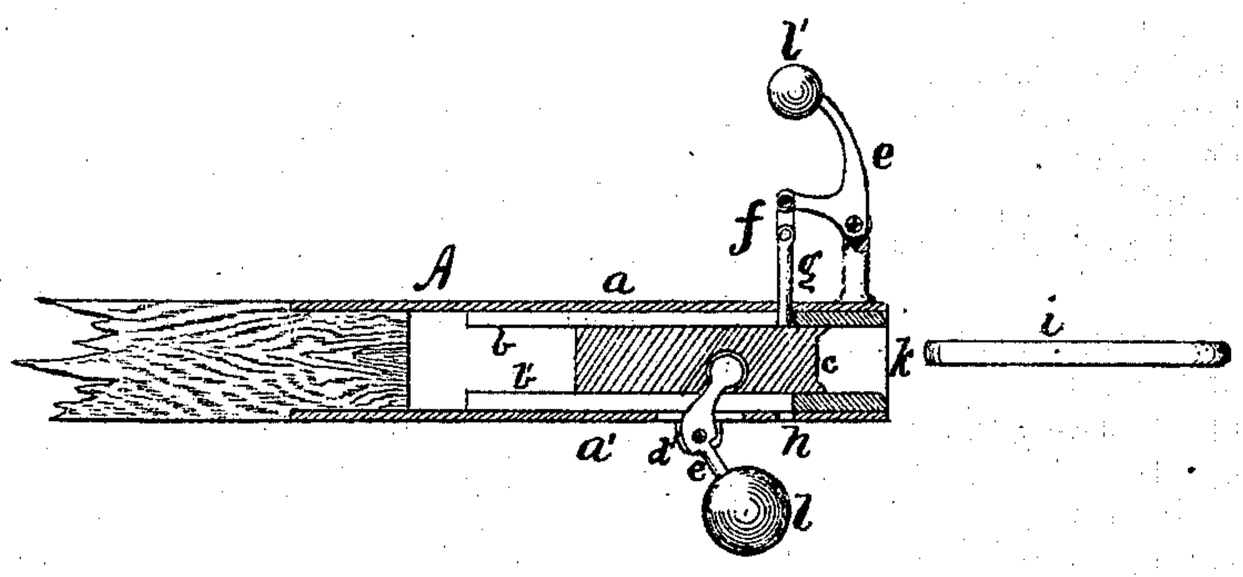
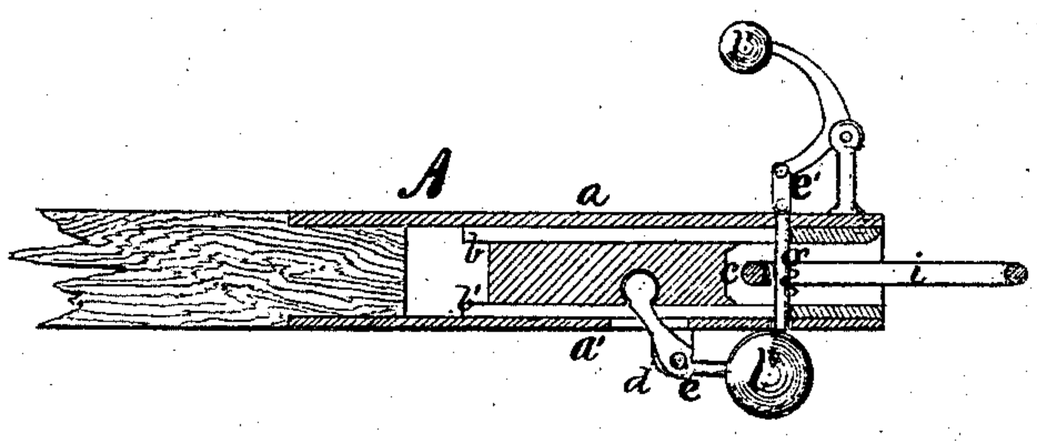


Fig. 3.



Witnesses.

Cha Kingson.

Villette Anderson

Inventor.

A. A. Atwater,

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Attys,

120,610

UNITED STATES PATENT OFFICE.

ANSON A. ATWATER, OF TRUMANSBURG, NEW YORK.

IMPROVEMENT IN RAILWAY-CAR COUPLINGS.

Specification forming part of Letters Patent No. 120,610, dated November 7, 1871; antedated October 21, 1871.

To all whom it may concern:

Be it known that I, ANSON A. ATWATER, of Trumansburg, in the county of Tompkins and State of New York, have invented a new and valuable Improvement in Coupling or Uniting Railway Cars called a 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 drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a top view of my invention. Fig. 2 is a central vertical longitudinal section, showing the pin set to receive the link. Fig. 3 is a similar sectional view, showing the pin in the link.

This invention relates to improvements in car-couplings; and it consists in producing a device for that purpose, hereinafter fully described, the object being to provide an automatic machine for the coupling of cars. The rectangular casing A has at each side of its upper and lower walls *a a'* slide-guides *b b'*, between which moves the bar or slide *c*. The under side of the casing A is slotted, and provided with ears at *d* for the admission of the end of the elbowed lever *e* and the support of its fulcrum. The casing A is perforated on its upper and lower sides *a a'*, as shown at *h*, for the admission of the pin *g*. It is open at the end *k* for the admission of the tongue or link *i*, and suitably connected to the car. The link *i* is connected to another car, and slotted or perforated for the passage of the pin *g*. The elbowed lever *e* has at its lower end, which is free, a bulb or weight. Its upper end is inserted into a recess in the slide *c*, and it works loosely therein when the slide moves back and forth. It is supported at its angle by a pivot resting in the ears *d*. The elbowed lever *e'* is pivoted at its angle to a support projecting upward from the casing A. Its upper end is provided with a bulb or weight, and its lower end is pivoted to the end of a link, *f*, to the other end of which is pivoted the coupling-pin *g*, the link *f* serving to permit the pin *g* to retain a vertical position when the lever *e'* is moved. The parts being in the position shown in Fig. 2, the machine is ready for automatic operation, when the link *i* is pressed against the end of the slide *c*, the slide *c* is forced back, the pin *g* is released, the slide *c* moving from under it, and the weight *l* raised. At the same time the tongue *i* enters the casing sufficiently to bring its opening under the pin *g*, which, in consequence of its weight and the weight of the bulb *l'*, drops through the opening in the tongue *i* and the perforation *h*, and the cars are coupled, as shown in Fig. 3.

I claim as my invention—

The combination with the slide *c*, engaging with the weighted elbow-lever *e*, of the pin *g*, link *f*, and weighted elbow-lever *e'*, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ANSON A. ATWATER.

Witnesses:

JAMES A. CHRISTIE,

WILLIS G. ATWATER.

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