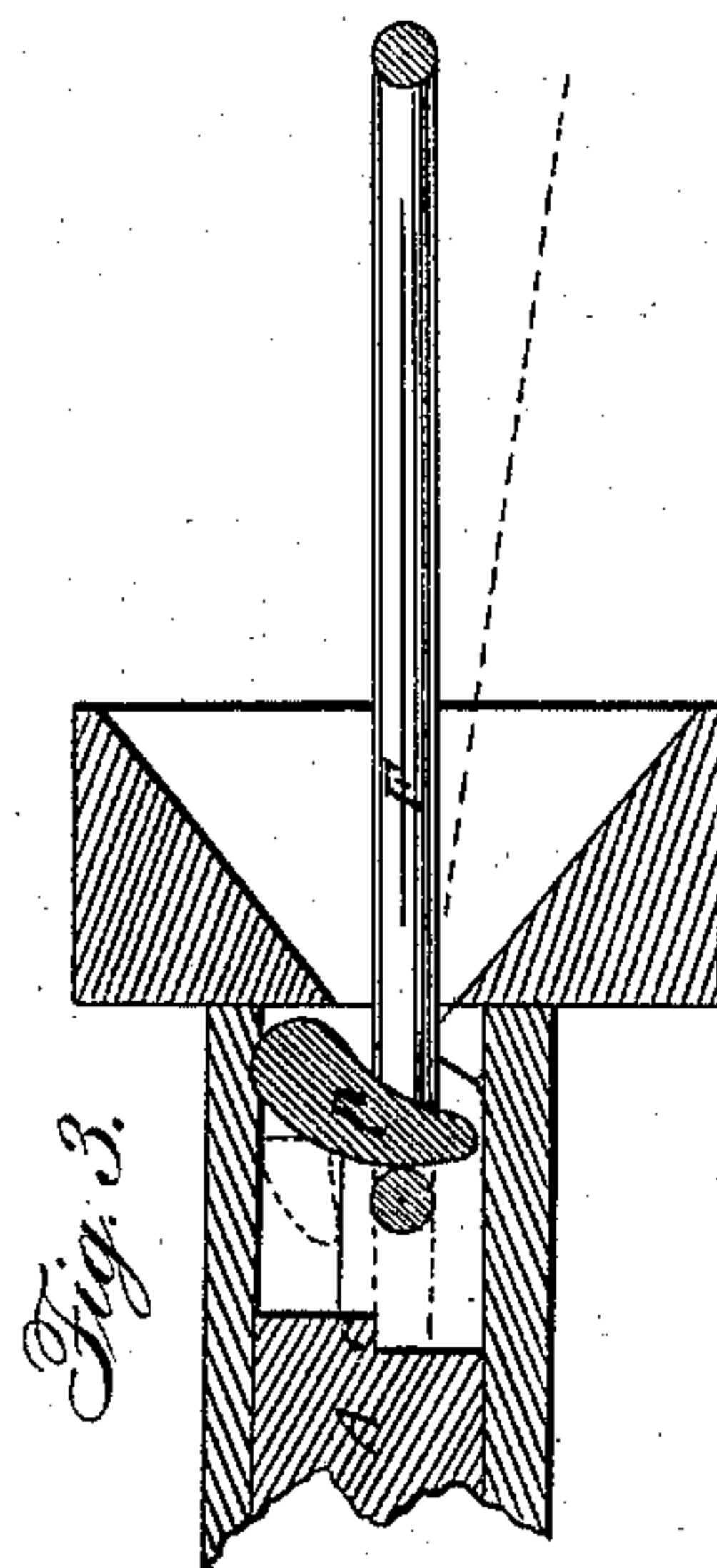
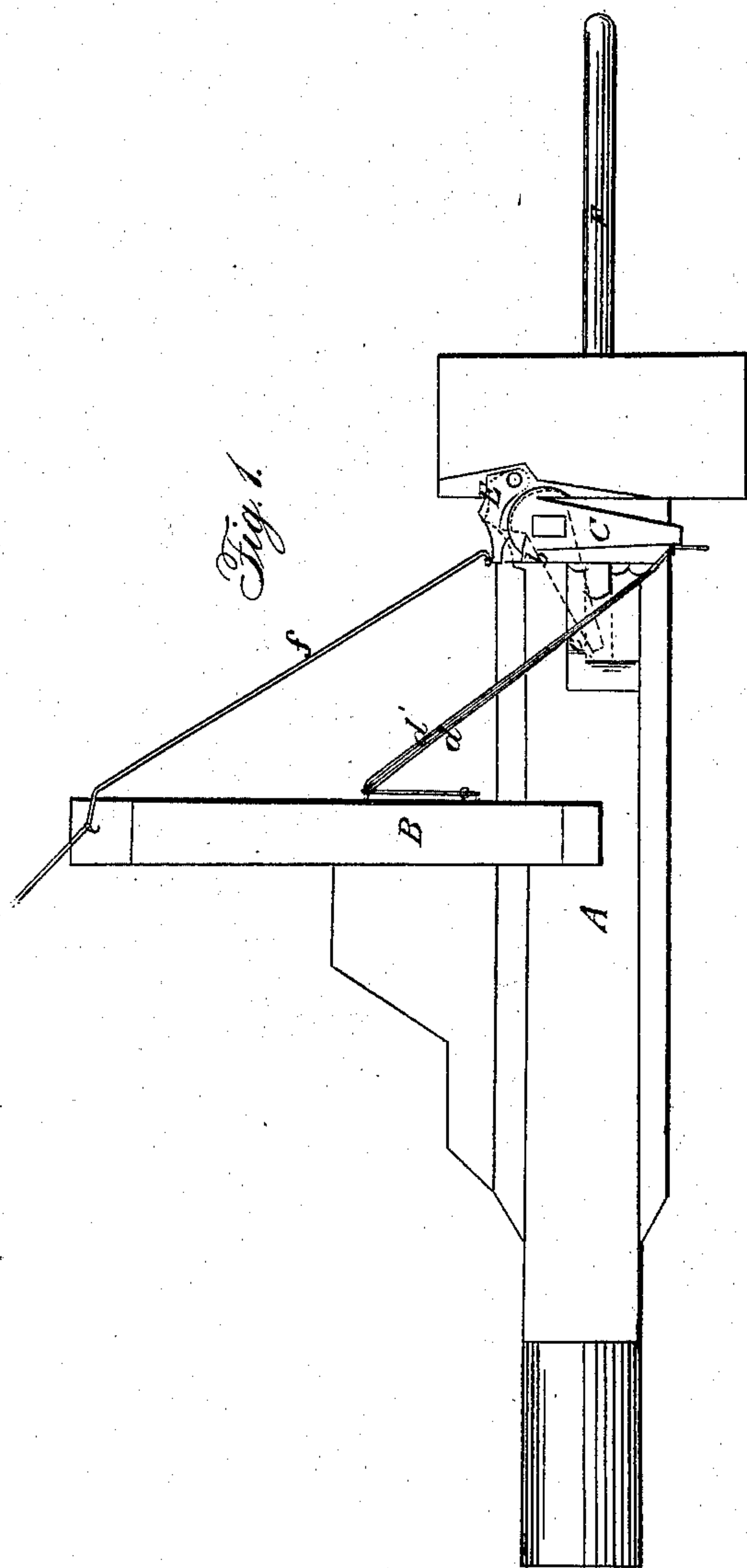


P. H. SCHUYLER.
Car Coupling.

2 Sheets—Sheet 1.

No. 68,120.

Patented Aug. 27, 1867.



Witnesses:

E. E. Waite
Frank S. Alden

Inventor:

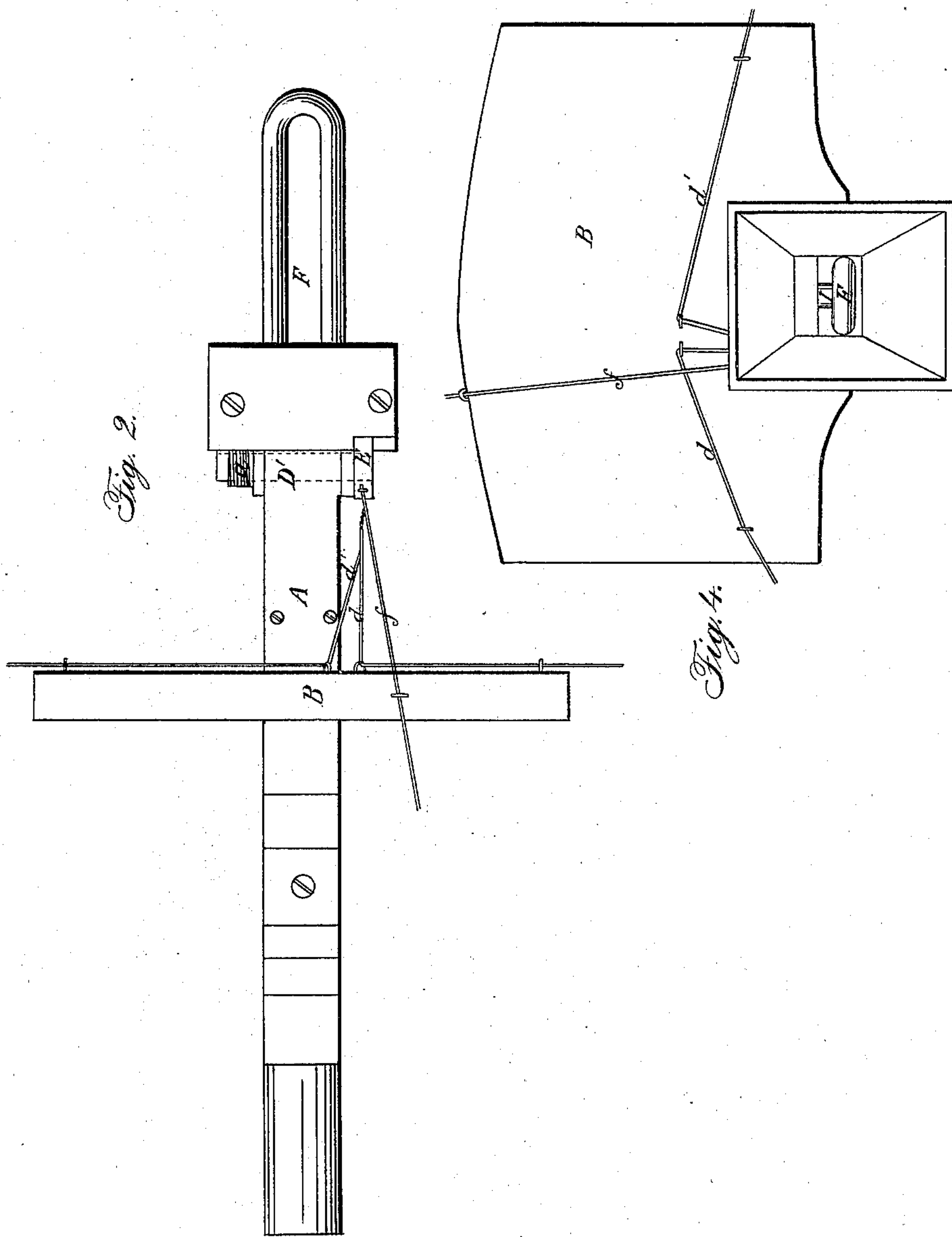
P. H. Schuyler

P. H. SCHUYLER.
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2 Sheets—Sheet 2.

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Inventor:
P. H. Schuyler.

United States Patent Office.

P. H. SCHUYLER, OF LYME, OHIO.

Letters Patent No. 68,120, dated August 27, 1867.

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, P. H. SCHUYLER, of Lyme, in the county of Huron, and State of Ohio, have invented certain new and useful improvements in Railroad Car-Couplings; and I do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view.

Figure 2 is a top view.

Figure 3 is a transverse section.

Figure 4 is an end view.

Like letters of reference refer to like parts in the views.

In the drawings, A represents the bumper, and B the end of the platform. C is a lever, secured on the end of the shaft, indicated by the dotted lines D, fig. 2, which shaft passes through the bumper, and round the other end is coiled the spring *a*. This lever is provided with the notch *c*, the use of which will be described hereafter. Pivoted to the back of the flaring mouth is the dog E, fig. 1, which catches into the notch *b* of the lever. F is the link, by means of which the cars are coupled, which passes into the bumper, and is held by means of the arm I, extending down from the shaft D', shown in fig. 3. When the cars are coupled the lever and dog are in the position indicated in fig. 1, and are uncoupled in the following manner: Attached to the lower end of the lever are two cords or chains, *d d'*, which separate, and, passing through the loops secured to the end of the platform, pass, one to one and the other to the opposite side, so that the cars can be coupled or uncoupled from either side without getting between them. A cord, *f*, also passing from the dog E to the top of the platform, as represented. If the cars are to be uncoupled, by pulling the rope *d* or *d'*, the lever will be raised or drawn up, and the upper end being curved, as shown, will pass the dog, until it catches in the notch of said lever, and thus hold it in the position indicated by the dotted lines in fig. 1. By turning or raising the lever up in this way, the arm I, which is connected to the shaft of said lever, will also be turned up, as indicated by the dotted lines in fig. 3, in this way releasing the link and allowing it to be drawn out, which uncouples the cars. When the cars are to be coupled, all that is required is to move the link, so that the end will rest or catch under the shoulder *e*, figs. 1 and 3. In this way the link is held and guided straight into the bumper of the car with which it is to be coupled. Then, when the link is passed into the flaring mouth, if the lever and dog are in the position indicated by the dotted lines in fig. 1, all that is necessary is to pull the rope or chain *f*, which will raise the dog from the notch of the lever, which lever and arm I will then be thrown down by the spring on the end of the shaft D', thus securing the link, as shown in fig. 3, the end of the arm resting against the shoulder I'. If, when the cars are to be coupled, the lever and dog are in the position shown in fig. 1, with the arm I in position as in fig. 3, the link, by the force of the cars coming together, will raise the arm and pass in, which arm, as soon as the link has passed it, will, by means of the spring *a* above referred to, be thrown down inside of the link, thus making the cars self-coupling. And when coupled in this way, all that is necessary to uncouple them, is to pull the rope or chain *d* or *d'*, thus releasing the link, as above described. In the usual couplings the links are liable to drop down, as represented by the dotted line, fig. 3, and also to turn sidewise, but by means of the shoulder *e* they are guided straight, and save all trouble and accident from passing between the cars to hold them while passing into the bumper. This invention may be used in connection with said coupling.

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

1. The lever C, dog E, spring *a*, and shaft D', arranged and operating as and for the purpose set forth.
2. The arm I, shaft D', spring *a*, in combination with the link F, as and for the purpose set forth.

P. H. SCHUYLER.

Witnesses:

W. H. BURRIDGE,
J. HOLMES.