H. C. PAYSON.

Car Coupling.

No. 69,123. Patented Sept. 24, 1867.

Fig. 2.

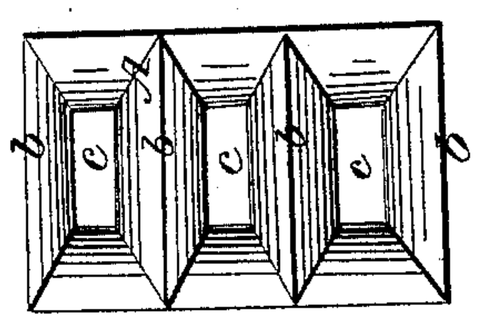


Fig. 1.

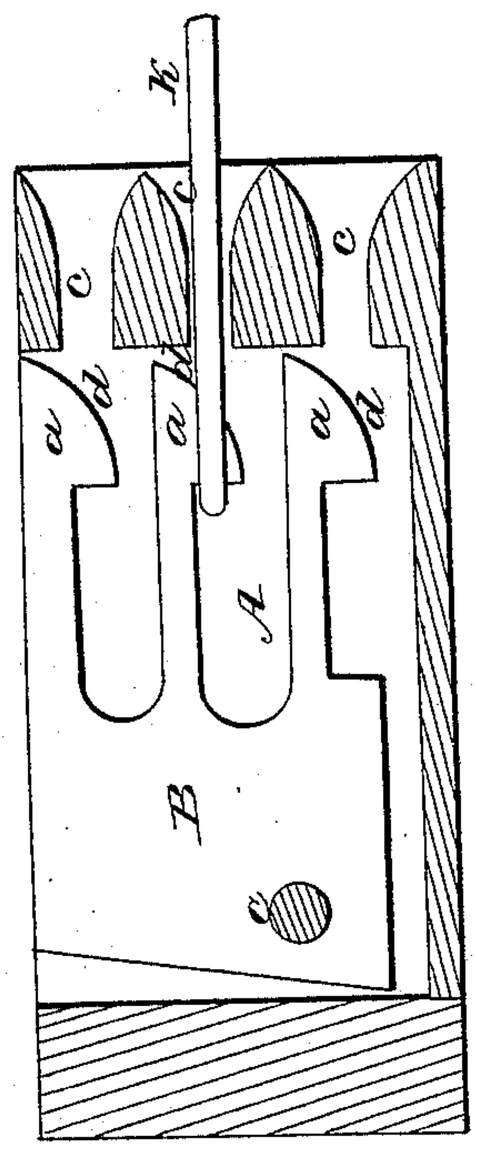
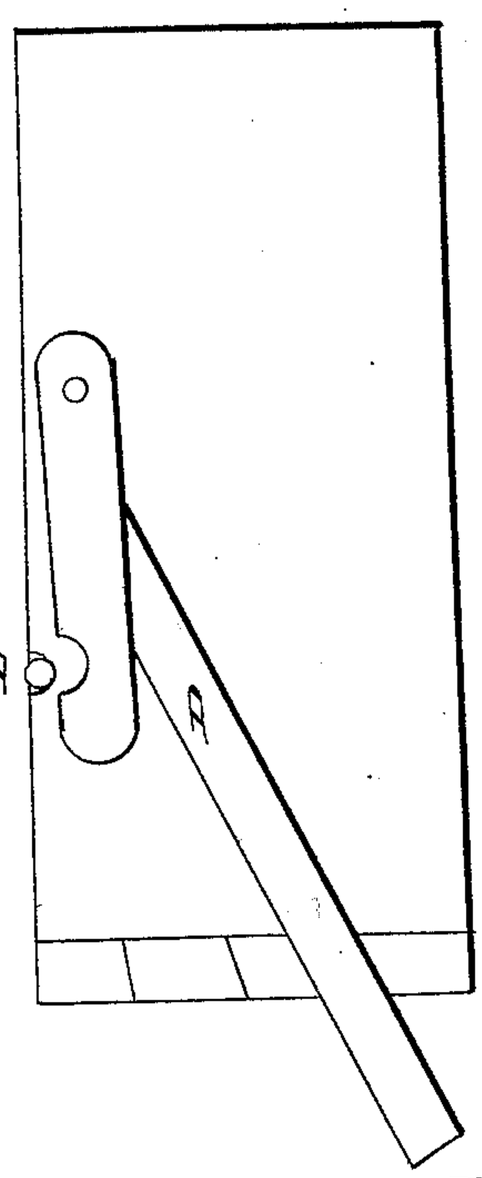


Fig. 3.



Witnesses.

Jas. Moore

Inventor.

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HENRY C. PAYSON, OF HAYDENVILLE, MASSACHUSETTS.

Letters Patent No. 69,123, *dated September* 24, 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, HENRY C. PAYSON, of Haydenville, Hampshire county, Commonwealth of Massachusetts, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention consists of a coupling, so arranged that the cars are connected when brought together without the aid of a person between them, and it more particularly consists in so arranging this coupling that cars of various heights may be shackled without change of the parts. In the drawings—

Figure 1 is a side section of my car-coupling, showing the interior arrangements.

Figure 2 is a front view, and

Figure 3 a side view.

I will now describe the construction and operation of this invention.

Within the "bunter" A I arrange the shackle-piece B, which is pivoted at C, and is usually kept in a horizontal position by its own weight; and for the purpose of lifting the same, I arrange the double lever D on the side of the "bunter," which acts on the pin E for the purpose mentioned. The shackle-piece B has arranged on its front end two or more projections, *a a* &c., and the front part of the bunter intermediate between these projections is brought to an edge at *b b b* in such a manner that the link K, when forced against the front end of the bunter, must enter one of the springs *c c c*, and thus pass under the inclined surface *d d d* of one of the hook-like projections *a a a*.

The operation of shackling is simply as follows: The cars coming together, the end of the link is forced into the bunter through one of the openings *c c c*, in either of which it strikes the inclined surface of one of the projections *a* on the shackle-piece B, thus raising it and passing under, allowing it (the shackle) to fasten the link within the bunter by dropping down into it (the link.) In order to unshackle the cars, it is simply necessary to raise the front end of the shackle-piece, which allows the link to pull out, the projection *a* being removed from it. This is accomplished by the lever D, which, being raised, also raises the shackle-piece, as before mentioned. If desired, the part H of this lever may be arranged on a shaft which is connected with the part R, and which passes outside the cars; and it may also be arranged with a catch or ratchet, to hold the shackle up when desired, leaving the cars free to be drawn apart at any time; or the details of construction may be otherwise varied.

Now, having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The shackle B, having three or more hooks *a a a*, and operated by the lever D, in combination with the bunter A, having the corresponding entrances *c c c*, arranged substantially as and for the purpose described.

HENRY C. PAYSON.

Witnesses:

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