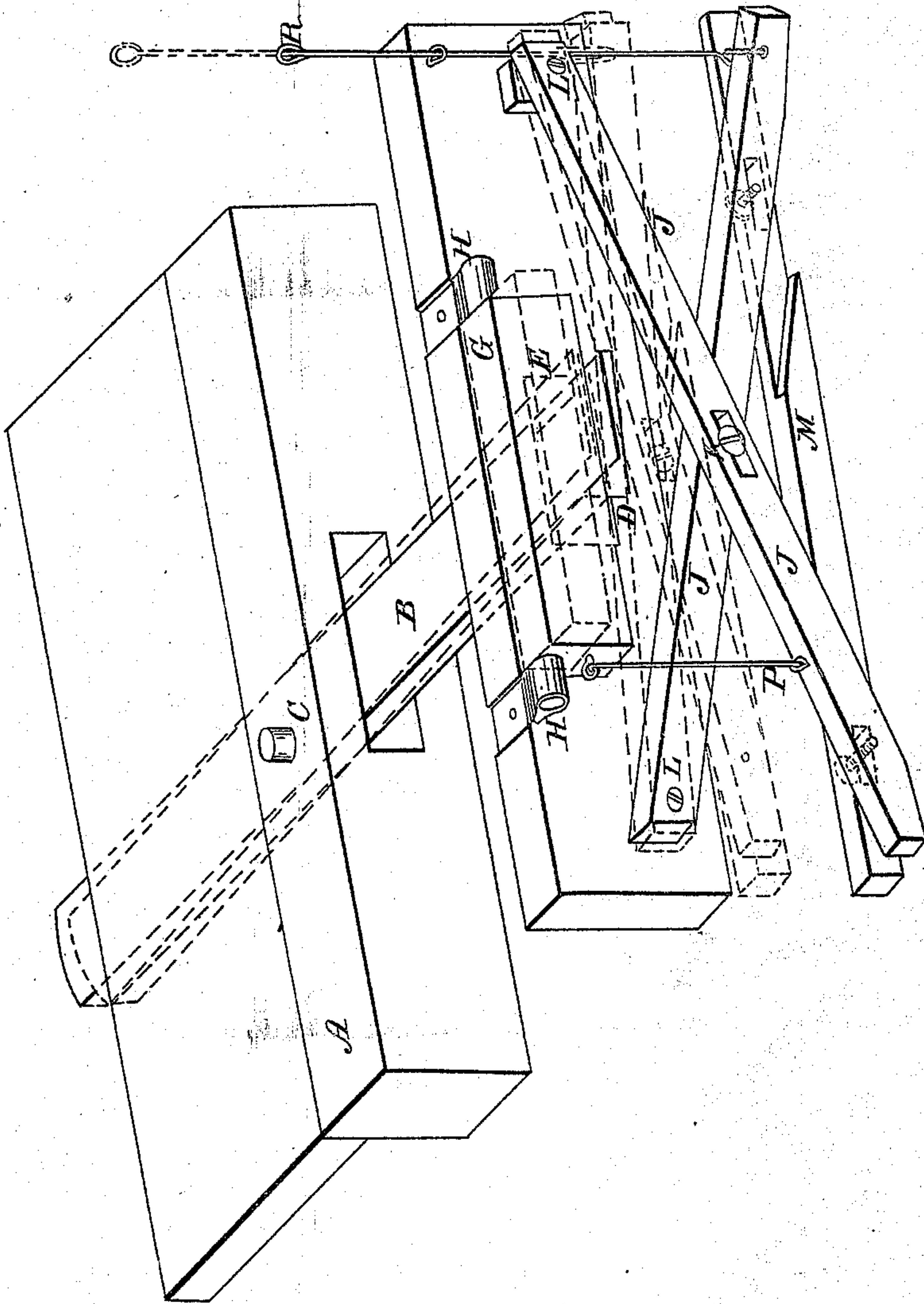


J. L. SMITH.  
Car Coupling.

No. 70,279.

Patented Oct. 29, 1867.



Witnesses:

*Daniel Reigart*  
*C. B. Reigart*

Inventor:

*John L. Smith*  
By his Atty *C. B. Reigart*

# United States Patent Office.

JOHN L. SMITH, OF PENN TOWNSHIP, PENNSYLVANIA.

*Letters Patent No. 70,279, dated October 29, 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, JOHN L. SMITH, of Penn Township, Cumberland county, and State of Pennsylvania, have invented a new and "Improved Car-Coupling;" and I do hereby declare the following to be an exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the arrangement and combination of the self-adjusting frame that is suspended from one end of the platform of a car, and extends down near to the rails, so that the moment the car leaves the track it becomes disconnected from the forward car, and accidents are avoided.

A represents the platform of the forward car, with its coupling-tongue B held by a bolt, C, that has a notch or catch, D, in front. On the rear car is the usual aperture E to receive the tongue D. Above this aperture is a falling cross-piece, G, that is suspended on a hinge, H, and this cross-piece G rests upon and holds the tongue D with its catch down as the cars are shoved together. Two cross-pieces, J J, operating on a centre pivot, K, and wider than the track, are suspended on pivots L L. Another cross-piece, M, is attached at each end of the upper pieces J J by pivot-bolts N N. At one side is a rod, P, connected at the lower end of J, and to the one end of the falling strip G, to raise and lower the pieces J J. At the opposite end of the cross-pieces J J is an upright rod or lever, R, to raise and lower the whole adjusting-frame when coupling or uncoupling the cars. As the car agent raises the rod R, the tongue B passes into the aperture E, and the strip G and frame J and M being up with the rod R, as shown by the red lines, receive the tongue. The rod R is then lowered until the lower end of frame J and M hangs down to near the track. The cars are then coupled, and in case a car gets off the track whilst the train is in motion, the lower piece M is raised by striking the rail, which raises the strip E and instantly disconnects the car, rendering it a complete safety-coupling.

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

The construction and arrangement of the devices E, J, M, R, and P, as herein described and for the purposes set forth.

Witnesses:

J. FRANKLIN REIGART,  
JOHN S. HOLLINGSHEAD.

JOHN L. SMITH.