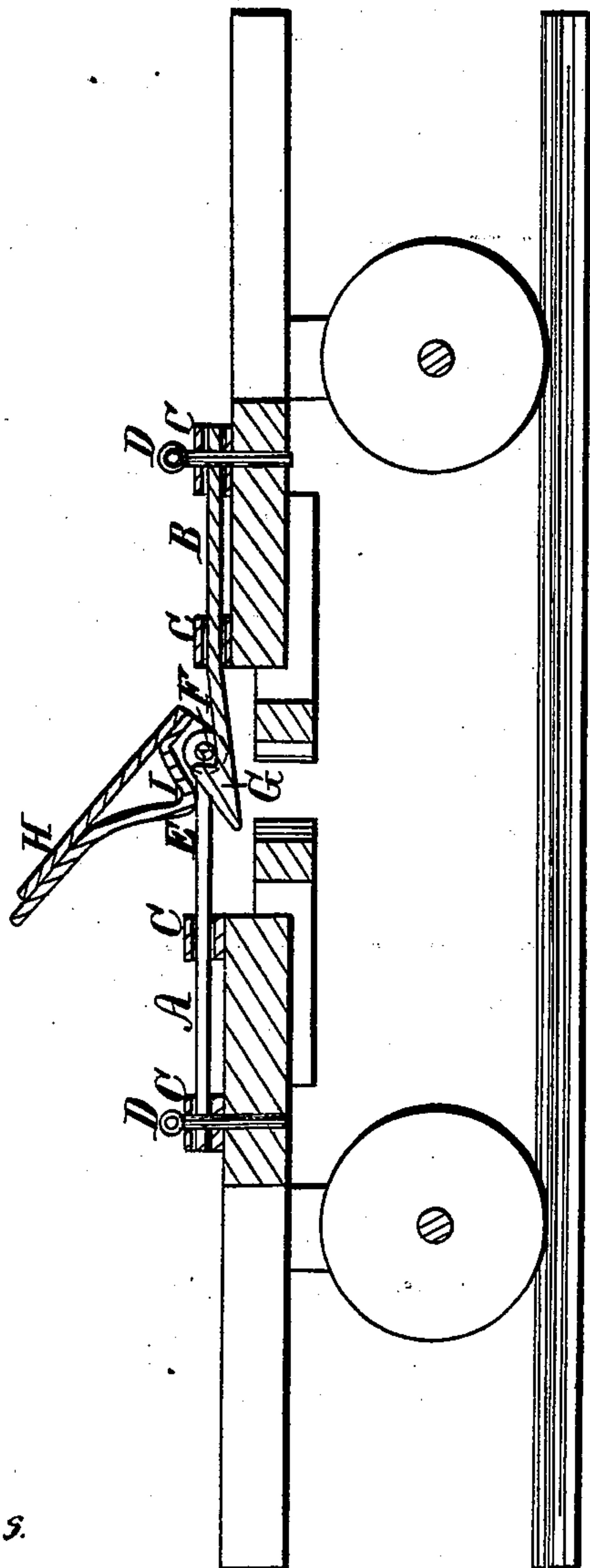


J. C. SMITH.
Car Coupling.

No. 92,383.

Patented July 6, 1869.



Witnesses.

Oliver Sturckman
John Brooks

Inventor
J. C. Smith
per Wm. H. Co.

United States Patent Office.

J. C. SMITH, OF STOUGHSTOWN, PENNSYLVANIA.

Letters Patent No. 92,383, dated July 6, 1869.

IMPROVED RAILWAY-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, J. C. SMITH, of Stoughstown, in the county of Cumberland, and State of Pennsylvania, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification.

This invention relates to improvements in car-couplings, having for its object to provide a simple and reliable self-coupling apparatus, which may be uncoupled by a simple movement of a hand-lever, and attached so as to be readily changed from one end to the other of the cars, or to other cars, all as hereinafter more fully specified.

The drawing represents a longitudinal sectional elevation of my improved coupling.

Similar letters of reference indicate corresponding parts.

A and B represent the coupling-bars, which are connected to the frames of the cars by the metallic loops C, through which they project at their inner ends, and the bolts D passing through the said loops, the bars B, and the framing.

The outer end of the bar A is provided with a long vertical slot, E, traversed by a pin, F, at the end, passing through strong eyes in the two parts of the bar.

The outer end of the other bar is provided with a spring-hook, G, the notch of which is in the upper face, the end being inclined to cause the hook to spring under the bolt F when the cars come together.

H represents a bent lever, supported on the bolt F by a croched and right-angled connection, on each side of the end of the slotted bar, so as not to interfere with the hook when not required to do so.

The bent projection I of the said lever is so adjusted that when the latter is pressed down towards the rear of the bar A, to which it is pivoted, it will strike the hook G, and press it out of connection with the bolt F, and disconnect the cars.

When the cars are coupled together, the lever H will stand in a vertical position, its square base resting on the top of the bar B, behind the hook.

These coupling-bars are so arranged that they may be readily and conveniently changed on the cars, from one end to another, or to different cars. They may also be constructed cheaply, and new ones substituted, when required, without delay.

Having thus described my invention,

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

The arrangement of the cam-lever H, with relation to the coupling-bars A B, which are secured to the cars by the loops C and bolts D, said lever being pivoted to the slotted end of the bar A, by means of the pin F, in such a manner that the projection I is adapted to be pressed down upon the bevelled end of the spring-hook G, to disengage the coupling, as herein shown and described, for the purpose specified.

J. C. SMITH.

Witnesses:

S. M. SKINNER,
JOHN GRACEY.