(No Model.)

# W. L. SKELTON.

## CAR COUPLING.

No. 267,608. Patented Nov. 14, 1882.

Fig. 1

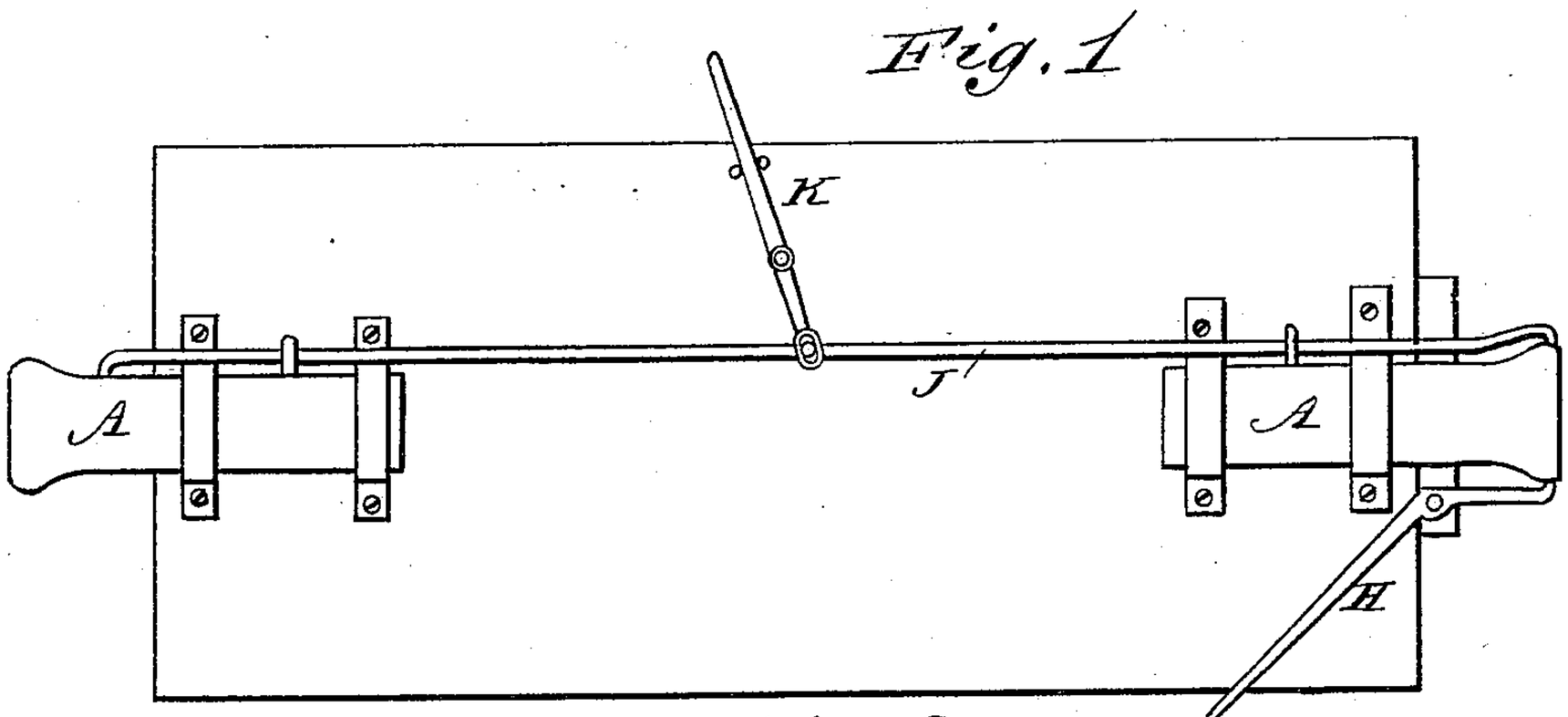



Fig. 2

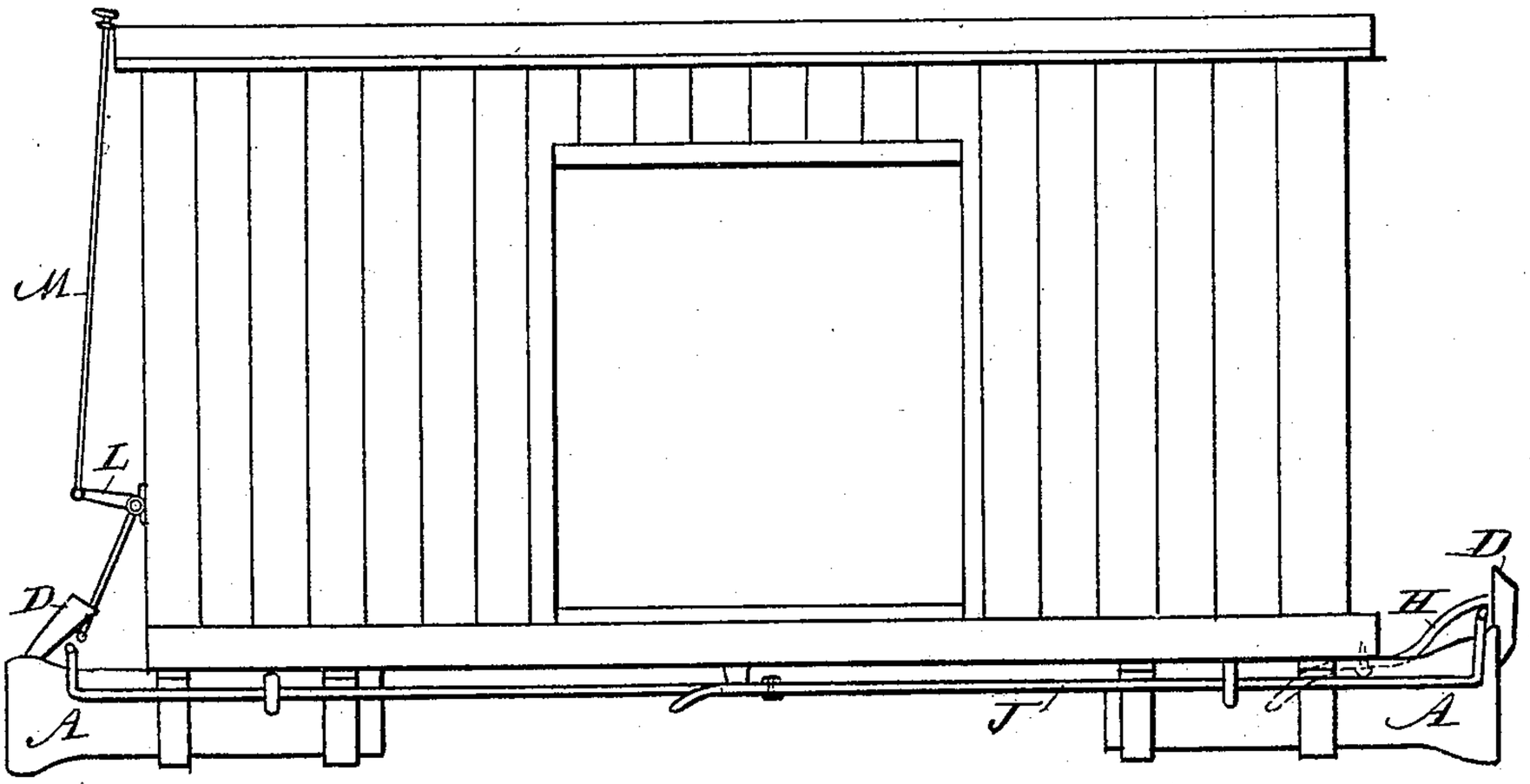



Fig. 3

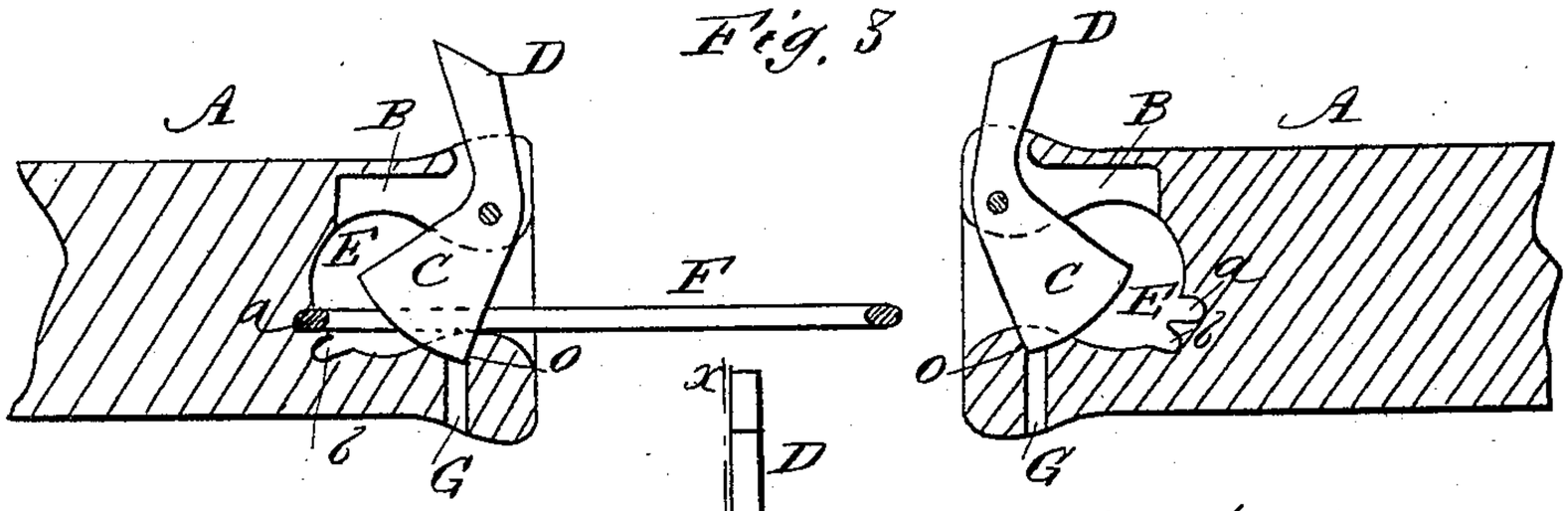
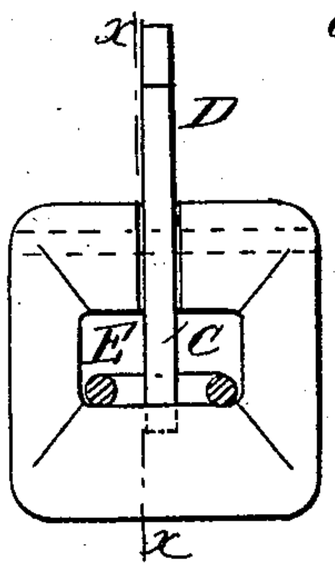



Fig. 4

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# UNITED STATES PATENT OFFICE.

WILLIAM L. SKELTON, OF JACKSONVILLE, ALA., ASSIGNOR TO HIMSELF, WILLIAM A. SKELTON, AND JAMES J. SKELTON, ALL OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,608, dated November 14, 1882.

Application filed September 6, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM L. SKELTON, of Jacksonville, in the county of Calhoun and State of Alabama, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

This invention pertains to an improvement in car-couplings, having for its object to effect the automatic coupling of the cars and to enable their ready uncoupling; and the nature of the invention consists in the combination and arrangement of parts, substantially as hereinafter more fully set forth.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the under side of a car provided with my improved car-coupling. Fig. 2 is a longitudinal elevation of the same. Fig. 3 shows longitudinal sectional elevations of the draw-heads on the line *x x*, Fig. 4. Fig. 4 is an end elevation of a draw-head.

The draw-head A is provided in its top and at the front end with a longitudinal slot, B, in which a wedge-shaped coupling-pin, C, is pivoted, the lower edge of which is curved on a segmental line, and which coupling-pin has an upward projection, D, which is at a slight angle to the pin C. The draw-head is provided with the usual end opening, E, which is provided in its bottom with a longitudinal curved notch or recess, O, against the front end of which the front lower corner of the coupling-pin C is adapted to rest. The opening E is provided at its inner end with a horizontal recess, *a*, and a downwardly-inclined recess, *b*, which are adapted to hold the inner end of the coupling-link F either horizontally or inclined upwardly, respectively. The draw-head can also be provided with an aperture, G, for receiving a coupling-pin of the usual construction. A lever, H, pivoted to the bottom of the car, has one end resting against the inner end of the projection D of the coupling-pin, and the other end projects from the side of the car; or a rod, J, held loosely and longitudinally to the bottom of the car, has its ends bent up to rest against the inner surfaces of the projections D of the pins C, and is connected with a lever, K, pivoted to the bottom of the car and projecting from the side of the same. An angle-lever, L, pivoted to the end of the car, has one arm resting against the inner surface of the projection D, and the other end is connected with a rod, M, reaching to the top of the car.

The operation is as follows: If the draw-heads come together, the free end of the link enters the opposite draw-head and swings the pin C inward, upon which the pin drops in between the shanks of the link until it rests against the front end of the recess O. If the link draws, its ends rest against the lower rounded surface of the pins C, but it cannot swing them outward, as the front lower corners of the pins rest against the front ends of the notches or recesses O. The cars are thus coupled automatically. If the cars are to be uncoupled, the pins C must be swung inward, which is accomplished by swinging the upper ends of the projections D outward. The link will then be released and can be withdrawn. The upper ends of the projections D can be swung outward by means of the lever H, or by means of the lever K and the rod J, or by means of the angle-lever L and the rod M; or they can be operated by hand direct.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. In a car-coupling, the approximately triangular-shaped coupling-pin C, having a weighted lower end and an upward extension, D, the forward edge of said lower end resting in a notch or recess, O, in the bottom of the opening of the draw-head A, in combination with the crank-lever L, pivoted to the end of the car, and having one end resting against the upward extension, D, of the pin C and its other end connected to a rod, M, reaching to the top of the car, substantially as and for the purpose set forth.

2. In a car-coupling, the combination, with the approximately triangular-shaped coup-

ling-pin C, having an upward extension, D, and a weighted lower end, with its forward edge resting in a notch or recess in the bottom of the opening of the draw-head A, of the horizontal rod J, held movably upon the bottom of the car, and having its ends entering one of the sides of the draw-heads A at the ends of the car and engaging with the pin C, and the hand-lever K, connected to the rod J, substantially as and for the purpose set forth.

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