

A. LANGELLIER.
Car-Couplings.

No. 141,648.

Patented August 12, 1873.

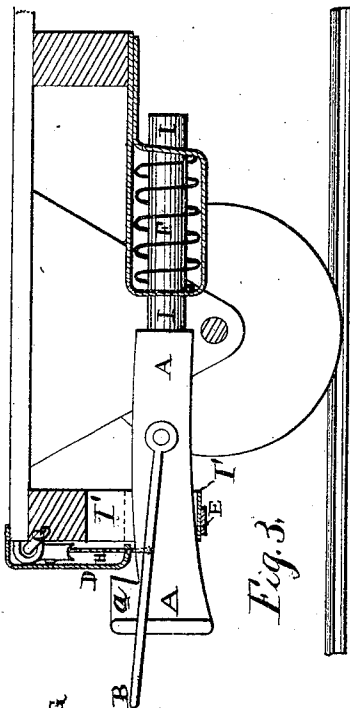


Fig. 3.

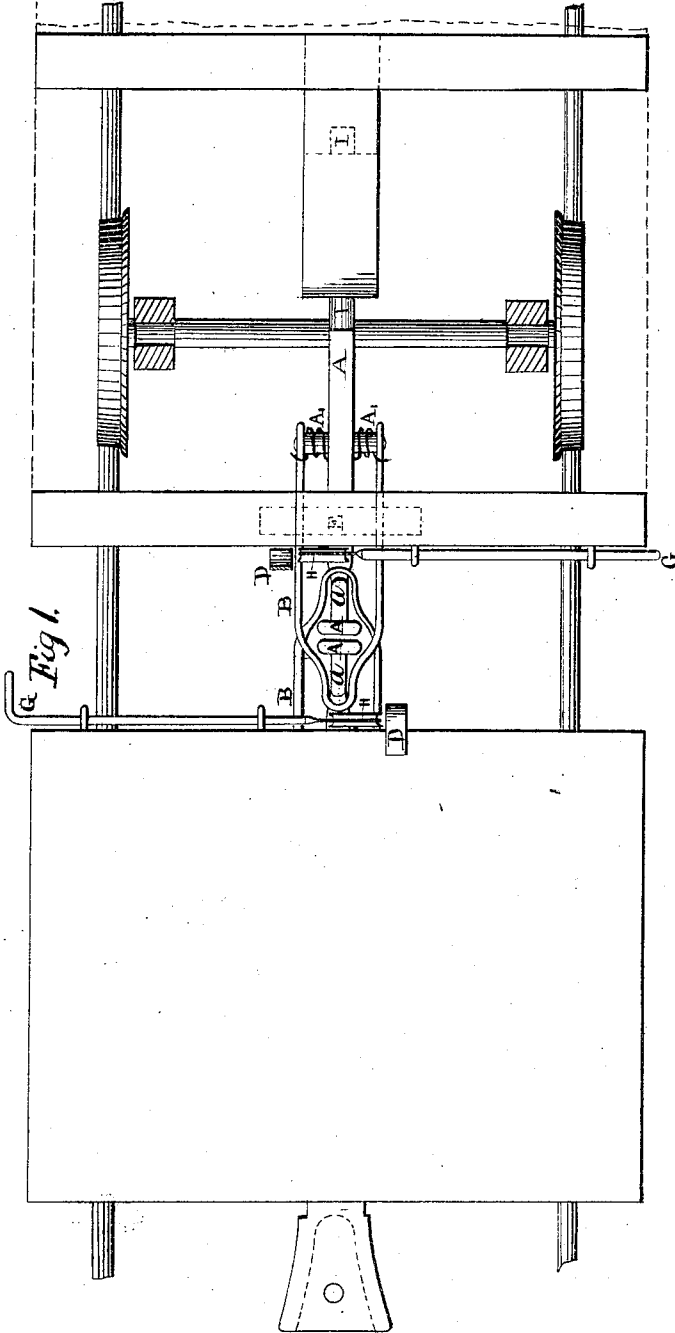


Fig. 1.

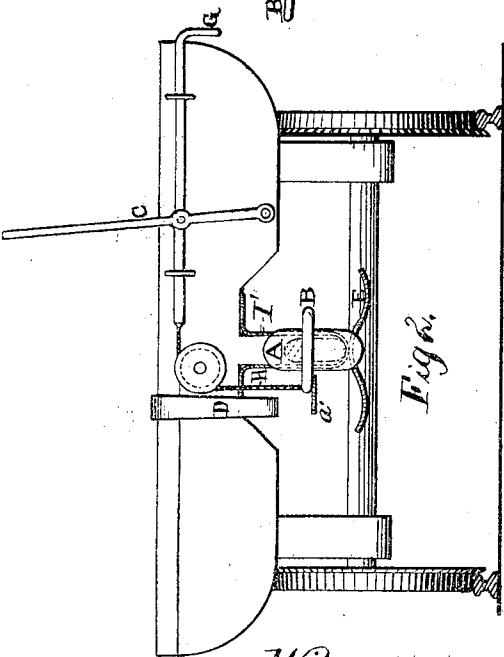


Fig. 2.

Witnesses.

Richard J. P. Goodwin
Abraham J. Monett

Inventor.

Antoine Langellier.

UNITED STATES PATENT OFFICE.

ANTOIN LANGELLIER, OF CONCORD, NEW HAMPSHIRE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **141,648**, dated August 12, 1873; application filed October 2, 1872.

To all whom it may concern:

Be it known that I, ANTOIN LANGELLIER, of Concord, in the county of Merrimack and State of New Hampshire, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification:

The object of this invention is an improved car-coupling, by which the cars are coupled automatically, and uncoupled without the necessity of entering between the cars, which object is attained by an arrangement of springs, levers, and a chain in respect to the draw-head, as will be fully described hereinafter in detail.

In the accompanying drawing, Figure 1 represents a plan view of my improved car-coupling, Fig. 2 an end view thereof, and Fig. 3 a longitudinal view, partly in section.

The letter A represents the draw-head, which, at the front of the platform, is supported by the bracket I', and which is provided with a tenon or reduced portion, I, passing through a coiled spring, F, contained in a casing beneath the car, as shown. The draw-head is also provided with a hooked head, a, over which the link catches when the cars come together. The link B is pivoted to a rod passing through the draw-head, which rod is provided with two coiled springs, A A', the ends of which catch over the link, so that when the link is raised to uncouple the cars unless the link is held up the springs will force the link down in position for making a coupling. C and G represent two levers, and from the ends of the latter extends a rope or chain, H, which

is connected to the link B, by means of which on pulling either of the levers, it will raise the link and uncouple the cars.

When one of the links, B, is raised by pulling the lever C, a pawl, a', on the former engages with the spring D, and retains the link in an elevated position until it is released by the pressure on the face of the draw-head when two cars come in contact, which has the effect of forcing backward the draw-head and releasing the catch on the link from contact with the spring D. When the link is released from the spring it rests upon a cross-bar, E, attached to the bracket I'.

The coupling-link B is contracted at its front end to form an eye, which engages around the hooked end a of the draw-head.

When this coupling is used upon freight-cars the lever C is dispensed with, and the link is operated by the lever G. This obviates the necessity of standing on the platform to operate the link.

What I claim as my invention is—

The combination of the link B, having the pawl a', spring D, spring A', chain H, lever C, and cross-bar E, with a draw-head, A, all arranged to operate in the manner and for the purpose specified.

The above specification of my invention signed by me this 28th day of May, A. D. 1872.

ANTOIN LANGELLIER.

Witnesses:

RICHARD J. P. GOODWIN,
ABRAHAM J. MONETTE.