

L. SUTTON.
Car-Couplings.

No. 149,691.

Patented April 14, 1874.

Fig. 1.

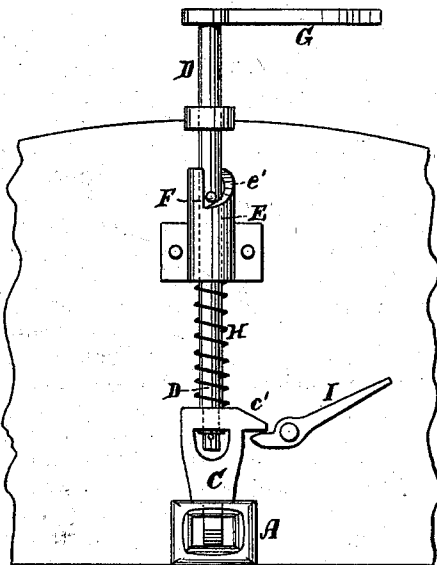
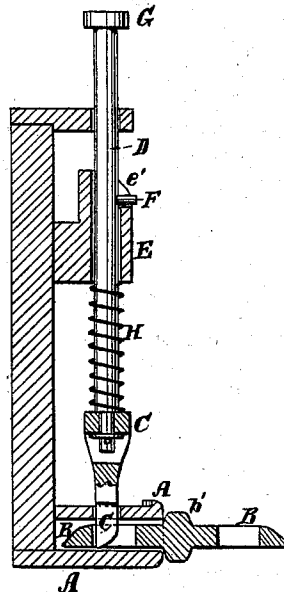


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LEVI SUTTON, OF OTTAWA, OHIO.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **149,691**, dated April 14, 1874; application filed January 31, 1874.

To all whom it may concern:

Be it known that I, LEVI SUTTON, of Ottawa, in the county of Putnam and State of Ohio, have invented a new and useful Improvement in Automatic Car-Coupling, of which the following is a specification:

Figure 1 is a front view of my improved car-coupling. Fig. 2 is a side view of the same, partly in section, to show the construction.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved car-coupling, which shall be so constructed that the cars will couple themselves as they are run together, which may be applied to freight or passenger cars, and may be uncoupled from the ground, the platform of a passenger-car, or the top of a freight-car, as required, and which shall be simple in construction, convenient in use, and not liable to get out of order. The invention consists in the combination of the bolt, the swiveled rod, the tubular keeper having an incline formed upon its upper end, the pin, the lever, and the coiled spring with the draw-head of the car, and in the combination of the pivoted side lever with a projection or toe formed upon the side of the coupling-bolt.

A represents the draw-head, the mouth of which should be hopper-shaped to guide the entering end of the coupling-bar B into place. The ends of the coupling-bar B are beveled upon their upper sides, so that as they enter the cavity of the draw-head A they may raise the coupling-bolt C and pass beneath its lower end, allowing it to drop through the slot in said draw-bar B. The forward side of the lower end of the bolt C is beveled off, so that it may be readily raised by the beveled end of the entering coupling-bar B. The middle part of the coupling-bar B has a collar, *b'*, formed upon it to strike against the ends of the draw-heads when the cars run together, and thus prevent the ends of the draw-bar B and the bolt C from being injured by the shock. The lower part of the bolt C is made square, and

it passes in through a square hole in the upper side of the draw-head A, so that it will always be in proper position. To the upper end of the bolt C is swiveled the lower end of the rod D, which passes up through one or more keepers or guides, E, to the platform or top of the car, according as it is applied to a passenger or freight car. One of the keepers E is made tubular, and has a notch, *e'*, formed in its upper end, straight upon one side and inclined upon the other, in which rests a pin, F, attached to the rod D, so that by turning the rod D the pin F may slide up the incline *e'*, and thus raise the bolt C out of the draw-bar B, uncoupling the cars. To the upper end of the rod D is rigidly attached a lever, G, by which the rod D may be conveniently turned to raise and lower the bolt C. H is a coiled spring placed upon the shaft D, the lower end of which rests upon the upper end of the bolt C, and its upper end rests against the keeper E, so as to force the bolt C down when the rod D is released, and prevent said bolt from being jarred out of place. I is a lever, pivoted to the end of the car in such a position that its forward end may rest beneath a toe, *c'*, formed upon the side of the upper end of the bolt C, so that the said bolt may be raised to uncouple the cars by a person standing upon the ground at the side of the track.

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

1. The combination of the bolt C, the swiveled rod D, the tubular keeper E, having an incline, *e'*, formed upon its upper end, the pin F, the lever G, and the coiled spring H with the draw-head A, substantially as shown and described.

2. The combination of the lever I with the projection *c'*, formed upon the side of the bolt C, substantially as shown and described.

LEVI SUTTON.

Witnesses:

STANSBERRY SUTTON,
MARTIN BOWMAN.