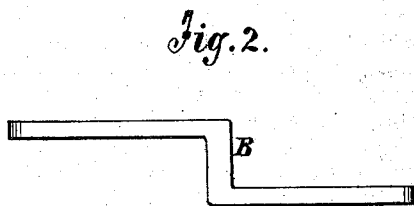
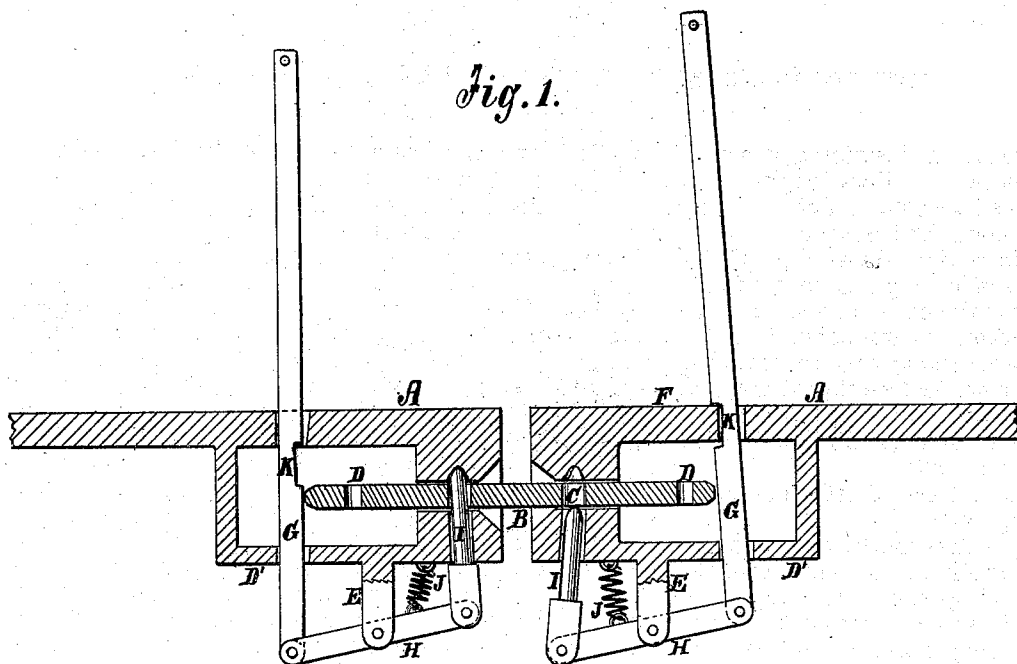


CHARLES LAYTON.
Improvement in Car-Couplings.

No. 127,251.

Patented May 28, 1872.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES LAYTON, OF MATAWAN, NEW JERSEY.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 127,251, dated May 28, 1872.

Specification describing a new and useful Improvement in Car-Coupling, invented by CHARLES LAYTON, of Matawan, in the county of Monmouth and State of New Jersey.

This invention relates to a new and useful improvement in couplings for railroad cars; and consists in the construction, arrangement, and combination of parts hereinafter described.

In the accompanying drawing, Figure 1 represents a vertical section of my improved car-coupling, showing the construction. Fig. 2 is a side view of a coupling-link for two cars of different heights.

Similar letters of reference indicate corresponding parts.

A represents the draw-head, connected with the car-truck in any suitable manner. B is the coupling-link, which, for cars of equal height, is simply a straight bar with holes C for the coupling-pin; for cars of different height, an angular coupler, substantially as seen in Fig. 2. In each case there are holes D D near the ends of the bar or link, which allow them to be used for coupling cars with the common coupling-pin. On the bottom D' of the draw-head A is a hanger, E, and through the top F and bottom D' is an orifice for the uncoupling-bar G. H is a lever, which is pivoted at or near its center to the hanger E. I is the coupling-pin, which is pivoted to one end of the lever H. The uncoupling-bar G is pivoted to the other end. J is a spiral spring attached to the lever and to the draw-head,

by which the outer end of the lever is drawn upward so as to throw the coupling-pin into place when the cars are coupled. When the cars are uncoupled the bar G is held up, as seen in Fig. 1, by means of a notch, K, therein, which hooks onto the top of the draw-head. When two cars come together to be coupled the end of the coupling-bar or link B strikes the bar G, and forces it from the top of the draw-head, when the coupling-pin is thrown up by the recoil of the spring, and the cars are coupled automatically. The two positions of the coupling-pin are seen in the drawing.

In this example of my invention I show the coupling adapted for freight-cars, and consequently I extend the bar G so that the cars can be uncoupled from the top. For passenger-cars there would be a simple iron catch or hook in a recess in the platform of the car, with a loose ring or other device for disengaging the bar from the draw-head.

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

The handle-bar G notched at K, lever H pivoted on hanger E, coupling-pin I, and spring J, combined and arranged, as described, with the draw-head A, for the purpose set forth.

CHARLES LAYTON.

Witnesses:

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