S. A. HAYDOCK.
Car-Coupling.

No. 212,464. Patented Feb. 18, 1879.

Fig. 1.

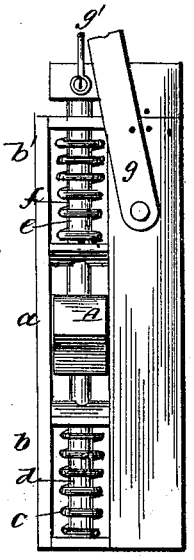
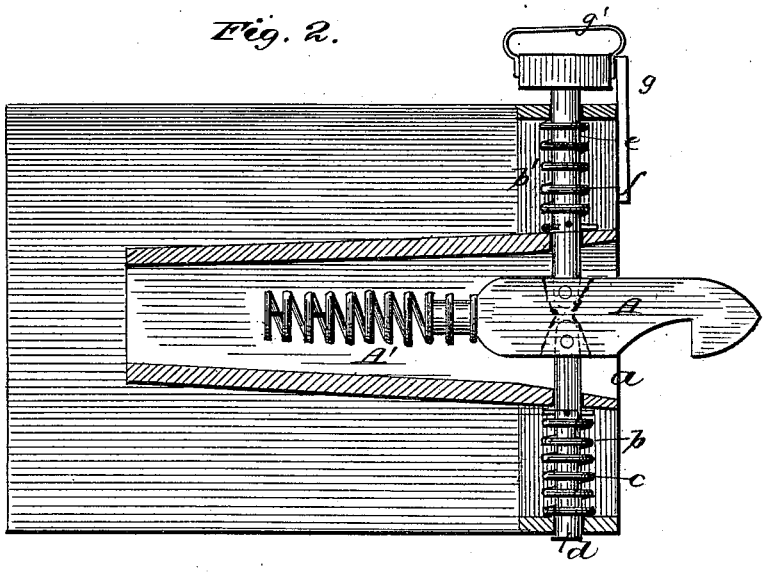


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

SARAH A. HAYDOCK, OF OSTRANDER, OHIO.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **212,464**, dated February 18, 1879; application filed August 29, 1878.

To all whom it may concern:

Be it known that I, SARAH A. HAYDOCK, of Ostrander, in the county of Delaware and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is an end view of one of the couplings embodying my improvement, and Fig. 2 is a side view of the couplings as applied for use.

Corresponding parts in the two figures are designated by like letters.

This invention relates to certain improvements in car-couplings, particularly that class employing two coupling hooked levers, interposed between vertical spring-rods; and it consists in providing a yielding or flexible connection between the said levers and spring-rods, substantially as hereinafter more fully set forth.

In the drawings, A A refer to the hooked coupling-levers, arranged with reference to each other so that the beak of one will hook over the other, and thus permit of the connecting together of the same, in which manner the cars are coupled together. The inner ends of the levers A A are yieldingly connected to or in the platform of the cars by springs A′, to enable them to have a limited endwise movement, and thence extend through slotted supports or sleeves *a a*, secured to the cars. Below and above the sleeves or supports *a a* are arranged similar sleeves or supports *b b′*, also fastened to the cars. Supported and sliding in the sleeves *b*, through coiled or other springs *c*, are upwardly moving or projecting pins or rods *d d*, upon which rest the coupling levers or hooks A A, and which serve to force the said levers or hooks upward. In the upper sleeves or supports, *b′ b′*, slide or move rods *e e*, pressed downwardly by encircling springs *f f*. These rods extend upward to a point within convenient reach of the operator. The inner ends of these rods are pivoted in sockets in the coupling-hook, as shown in dotted lines in Fig. 2, the construction of which sockets, as seen in the same figure, is such that the coupling levers or hooks can have a vertical or upward and downward yielding motion to relieve the said hooks or levers of the tendency of their breaking by the concussion produced in the coupling of the cars together, and to adapt them to the motion of the cars.

An upright lever, *g*, or other suitable means, may be secured to the car, by which to hold the lever-holding rod or rods *e* in an elevated position, a bail, *g′*, being attached to said rod or rods *e*, hooking into a slot or hook in said lever.

It will be seen that by elevating one of the downward-pressed rods *e* the under rod *d* will force the hooked lever or coupling A up out of contact with its fellow, and thus uncouple the cars.

The car-coupling levers will automatically unite as the cars come together.

Having thus fully described my invention, I claim and desire to secure by Letters Patent of the United States—

In a car-coupling, the combination of the spring-rods *e d* with the coupling hook or lever A, having sockets into which the inner ends of said rods are pivoted, and of such construction as to permit of the said hook or lever having a vertically-yielding motion, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

SARAH A. HAYDOCK.

Witnesses:
A. B. LIGGETT,
THOS. BENNETT.