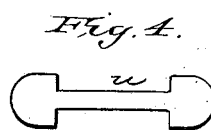
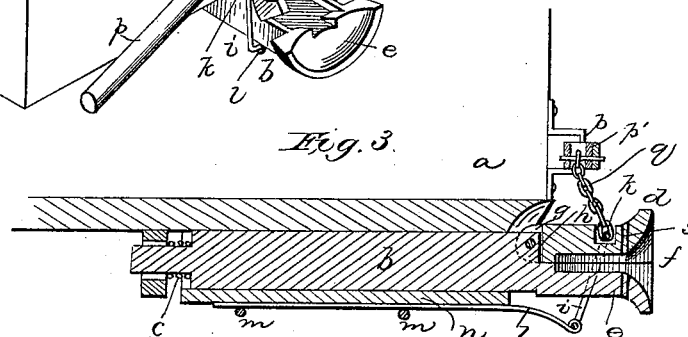
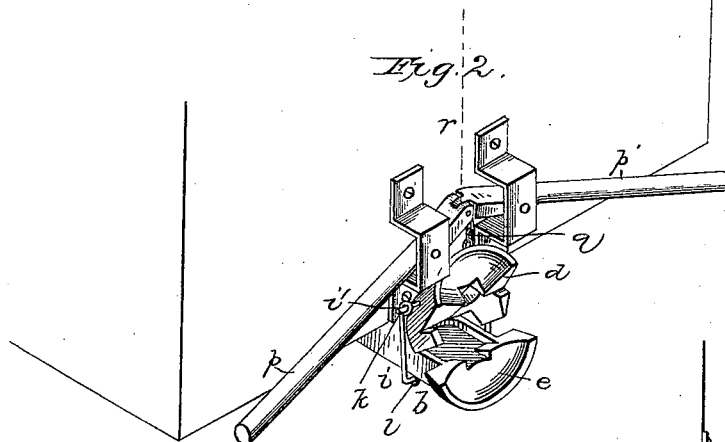
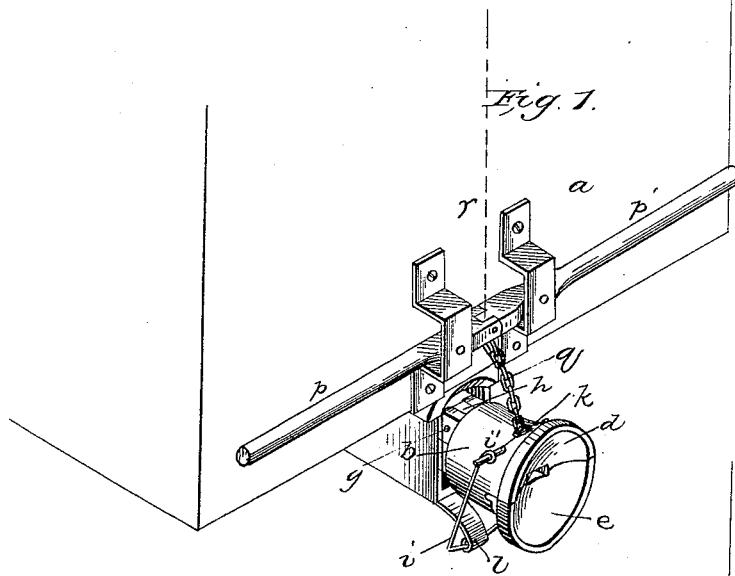


(No Model.)

D. L. HAYS.
CAR COUPLING.

No. 304,427.

Patented Sept. 2, 1884.



WITNESSES
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UNITED STATES PATENT OFFICE.

DATUS LINDSAY HAYS, OF MOOERS FORKS, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,427, dated September 2, 1884.

Application filed May 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, DATUS L. HAYS, a citizen of the United States, residing at Mooers Forks, in the county of Clinton and State of New York, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

This invention has relation to car-couplings; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

Figure 1 is a view in perspective of a car-coupling embodying my improvements. Fig. 2 is a similar view with the jaws of the draw-head open, and Fig. 3 is a vertical longitudinal sectional view. Fig. 4 is a plan of the link.

Referring by letter to the accompanying drawings, *a* designates the car-body, and *b* the draw-head secured in the under timbers, and having the usual concussion-spring, *c*. The draw-head *a* is composed of the upper jaw, *d*, and the lower jaw, *e*, the lower jaw, *e*, being stationary, and having a flaring face and vertical sides in rear of its flange *f*. The upper jaw, *d*, is pivoted through its stem *g* to a lug, *h*, on the stem of the lower jaw, and is provided with a bail, *i*, pivoted through its ears *j* upon a transverse rod, *k*, in the upper jaw, the ends of said rod projecting at the sides of the jaw, as shown. The horizontal arm of the bail *i* is connected to the forward end of a flat downwardly-curved spring, *l*, secured by staples *m m* or otherwise to the under face of the stem-guide *n* of the draw-head.

To the front end of the car-body is pivoted the levers *p p'*, which extend to the sides of the car-body, and are connected by a chain, *q*, at their inner ends with the upper jaw of the draw-head. A chain or rod, *r*, leading to the top of the car, also connects with these levers, so that the cars can be uncoupled from either side of the car or from the top of the car. It is therefore not necessary to enter between the cars to uncouple them, and as they couple automatically when on the track

there is no risk of life or limb in operating this car-coupling. Provision is also made for the use of the ordinary coupling-link with this draw-head, pin-holes *s* being provided in the jaws. The coupling-bar *u* for this draw-head is in the shape of a bar with an arrow-head at each end. This coupling-bar is placed in one draw-head, and when two cars come together it enters the draw-head on the other car, and thus automatically couples the cars. It will couple on a level track or on an inclined track. When the cars by accident are thrown from the track, the link will turn and open the jaws of the draw-heads, and thus automatically uncouple the cars.

The device is cheap and simple, and is absolutely safe under any and all circumstances.

The upper jaw, *d*, is provided with two downwardly-projecting guides, *v v*, which embrace the vertical walls *w* of the lower jaw, *e*, when the jaws are closed, and serve as a guide for the coupling-bar when the jaws are open.

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

1. In a car-coupling, the combination, with the lower stationary jaw, of the pivoted upper jaw, having a bail and closing-spring, and levers connected to the upper jaw and to the car-body to uncouple the cars, substantially as specified.

2. In a car-coupling, the combination, with the lower jaw of the draw-head, having vertical sides in rear of its face-flange, of the pivoted upper jaw, the bail, and downwardly-curved flat spring connected to the bail and to the stem-guide of the draw-head, and levers connected to the car-body and to the pivoted jaw of the draw-head, substantially as specified.

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

DATUS LINDSAY HAYS.

Witnesses:

J. M. HANLEY,
LYNN M. HAYS.