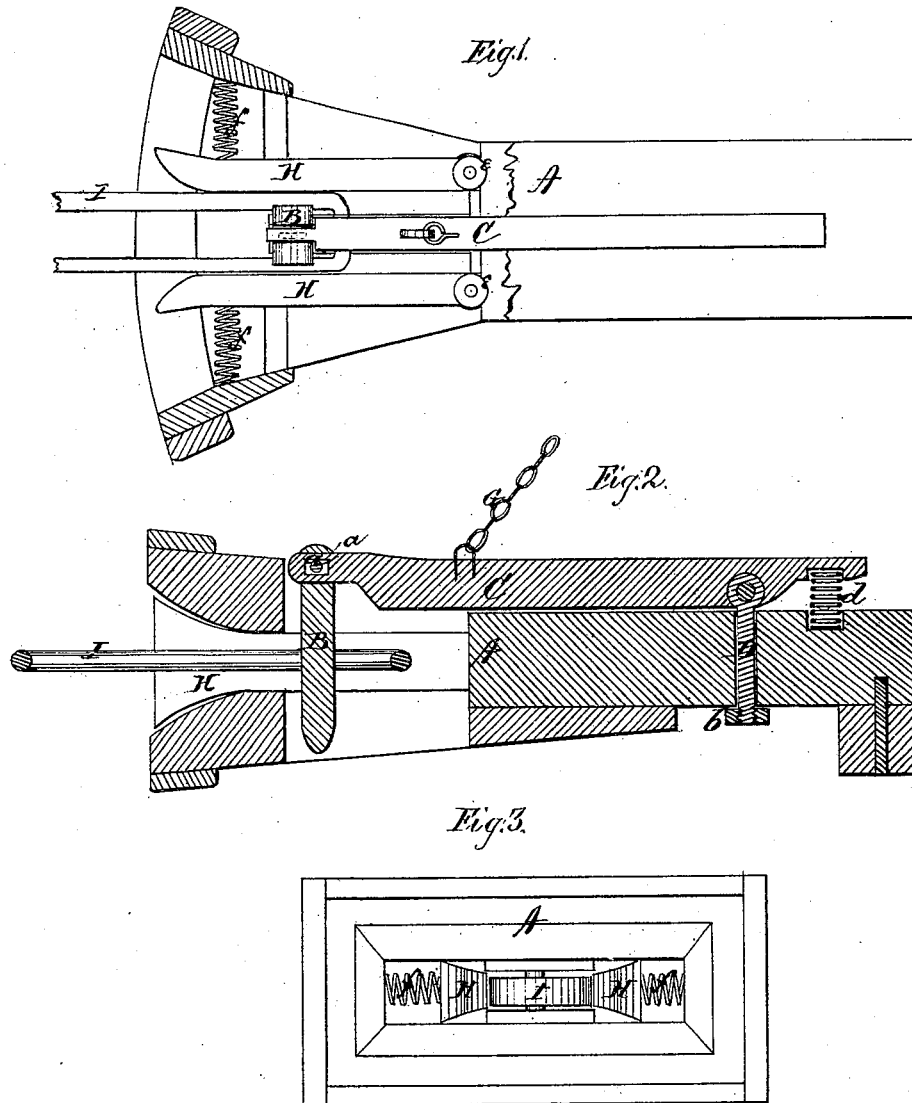


D. P. CORY.
AUTOMATIC CAR COUPLING.

No. 110,741.

Patented Jan. 3, 1871.



Witnesses.
J. C. Hutchinson
C. P. Ewert;

Inventor.
David P. Cory
per
Alexander Mason
Atty.

United States Patent Office.

DAVID PITKIN CORY, OF CRANFORD, NEW JERSEY, ASSIGNOR TO HIMSELF AND JOSIAH CRANE, JR., OF SAME PLACE.

Letters Patent No. 110,741, dated January 3, 1871.

IMPROVEMENT IN AUTOMATIC CAR-COUPPLINGS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, DAVID PITKIN CORY, of Cranford, in the county of Union and in the State of New Jersey, have invented certain new and useful Improvements in Self-acting Railroad Car-Couple; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a "self-acting railroad car-coupling," as will be hereinafter fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a plan view, the upper part of the front end being removed;

Figure 2 is a longitudinal vertical section; and

Figure 3 is a front view.

A represents the draw-head.

B is the draw-bolt, which is forked at its upper end, and works on a pin, *a*. This pin passes through eyes or holes in the jaws of the bolt, and also through a slot in the long end of a lever, C, said long end of the lever being inserted between the jaws of the pin or bolt.

The bolt is so jointed to the lever as to swing freely forward and back; and at the same time the pin *a* can slide backward and forward in the slot, as shown in fig. 2.

The lever C is hinged to an eye-bolt, D, which is passed through and secured by a nut, *b*, to the draw-beam.

Under the short end of said lever is placed a spring, *d*, to insure a horizontal position of the lever and a consequent locking position of the draw-bolt, the lower

end of which projects into a slot in the lower side of the draw-head.

To the long end of the lever is attached a chain, G, which passes up to the platform or top of the car so as to be convenient to lift said lever and bolt for uncoupling.

Between the upper and lower plates of the draw-head are placed two moving side-guides, H H, which are pivoted to the draw-head at the points E E, as shown in fig. 1. The outer ends of said guides are curved outward, and extend through, moving to either side within the open mouth of the draw-head. Behind the outer ends of these curved heads are springs, *ff*, to force them inward.

I is the coupling-link, constructed in the usual manner, and guided into the mouth of the draw-head, where it is held steady by the guides H H.

The operation of this car-coupling is readily seen.

The link I, entering the draw-head, pushes against the draw-bolt B, causing it to swing back, and also causing the lever C to rise with the bolt so that the link can pass in and under the bolt, which then, with the lever, takes its position, as shown in fig. 2, thus automatically coupling the two draw-heads together.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The construction and arrangement of the draw-bolt B, slotted lever C, pin *a*, spring *d*, eye-bolt D, side-guides H H, and springs *ff*, operating in connection with the draw-head A and link I, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 3d day of November, 1870.

DAVID PITKIN CORY.

Witnesses:

H. C. WILLIAMS,

HENRY F. FAIRBANK.