

D. P. CORY & J. CRANE, Jr.

Improvement in Adjustable Draw-Heads for Railroad Cars.

No. 115,439.

Patented May 30, 1871.

Fig 1

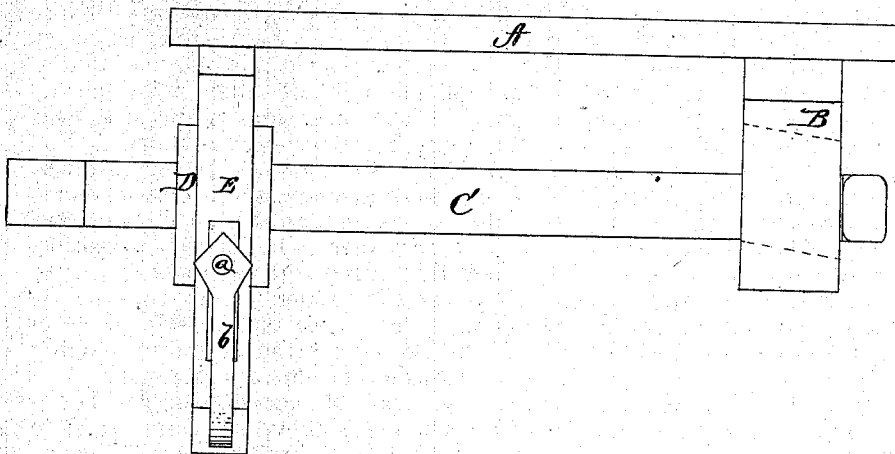
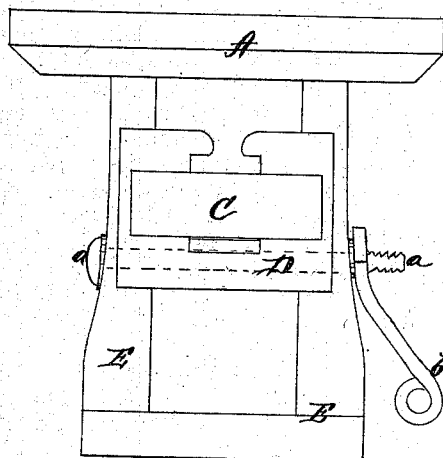


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

DAVID P. CORY AND JOSIAH CRANE, JR., OF CRAWFORD, NEW JERSEY.

IMPROVEMENT IN ADJUSTABLE DRAW-HEADS FOR RAILROAD CARS.

Specification forming part of Letters Patent No. 115,439, dated May 30, 1871.

To all whom it may concern:

Be it known that we, DAVID P. CORY and JOSIAH CRANE, Jr., of Crawford, in the county of Union and in the State of New Jersey, have invented certain new and useful Improvements in Adjustable Draw-Heads for Railroad Cars; 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 our invention consists in an adjustable draw-head for railroad cars, or, as we call it, a "car-coupler regulator," as will be hereinafter fully set forth.

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

Figure 1 is a side view, and Fig. 2 is a front view.

A represents the platform of the railroad car, on the under side of which, at a suitable distance from the front edge, is secured a block, B. This block may be cast in one piece or in two pieces, to fit either side of the rear end of the draw-head C, which passes through it. It is also beveled on the inside, as shown in dotted lines in Fig. 1, in order to give the required motion of the draw-head up and down.

This rear block is to be fastened to the platform A with bolts, and to remain stationary. The front end of the draw-head C passes through a cast-iron block, D, which slides up and down in a frame, E, secured to the under side at the front end of the platform A. The

sides of the block D are grooved vertically, so that the side pieces of the frame E may fit in the same, and thus hold the block so that it cannot fall out but still allow it to slide up and down. The outer sides of the standards of the frame E are beveled, as shown in Fig. 2, and also slotted for a certain distance. Through these slots passes a bolt, *a*, which bolt also passes through the block D to fasten the block and keep it in its proper position. This bolt is fastened with a wrench-nut, *b*, so as to be ready for action at any time and in all places. The bevels on the side pieces of the frame E prevent the bolt from moving downward while the cars are in motion.

By these means the car-couplers may be adjusted, when one is above the other, so as to make them draw in a straight line. The draw-head is, of course, attached in the usual manner to the spring at the rear end.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination of the draw-head C, rear block B or its equivalent, block D, frame E, bolt *a*, and wrench-nut *b*, all constructed and arranged to operate substantially as and for the purposes herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands and seals this 30th day of January, 1871.

DAVID P. CORY. [L. S.]
JOSIAH CRANE, JR. [L. S.]

Witnesses:

JAMES R. ENGLISH,
HENRY F. FAIRBANKS.