(No Model.)

F. CORDREY.

CAR COUPLING.

No. 261,683. Patented July 25, 1882.

Fig. 1.

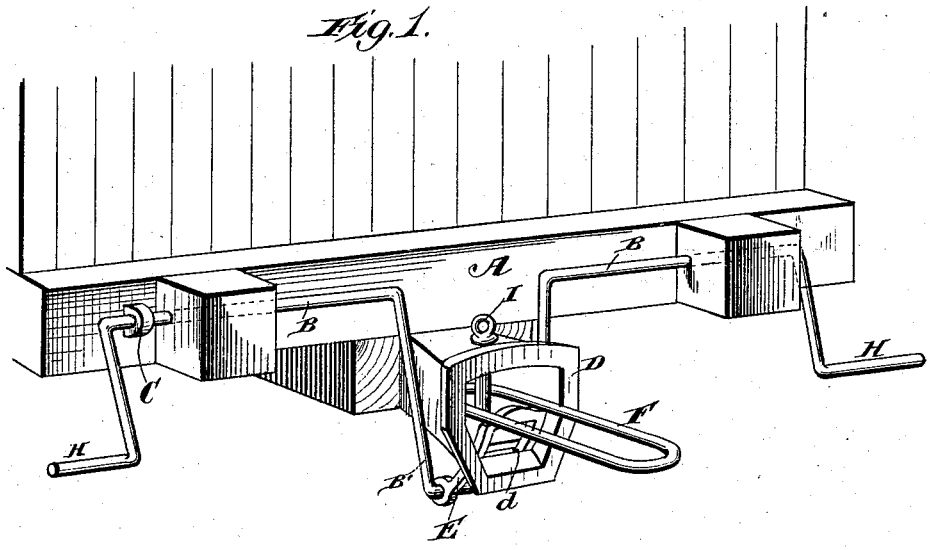


Fig. 2.

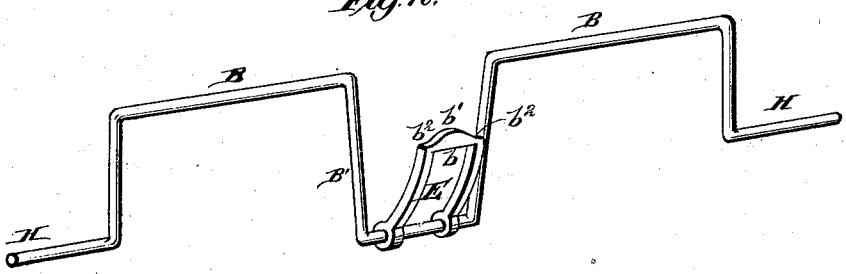


Fig. 3.

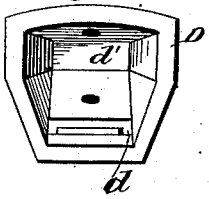
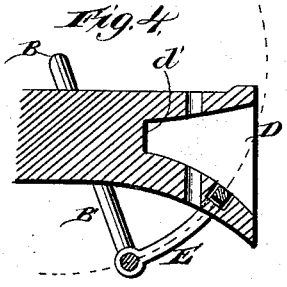


Fig. 4.



Witnesses.
Robert Everett.
J. A. Rutherford

Inventor.
Francis Cordrey.
By James L. Norris.
Atty.

UNITED STATES PATENT OFFICE.

FRANCIS CORDREY, OF FORT WAYNE, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,683, dated July 25, 1882.

Application filed June 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS CORDREY, a citizen of the United States, residing at Fort Wayne, Indiana, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

The object of this invention is to provide a simple and effective means for bringing the link engaged by the coupling-pin in one draw-head into position for entering the draw-head of the next car, and to allow the cars to be coupled or uncoupled without requiring the operator to come between them. To such end I provide a rock-shaft having at each end a crank-handle and at its middle a crank-bend, with which latter is connected a curved tongue, that passes up through openings in the draw-head, and is adapted to act against and raise the link when the rock-shaft is properly operated.

In the drawings, Figure 1 illustrates my improvement employed in connection with the draw-head of a car. Fig. 2 represents the rock-shaft and tongue detached. Figs. 3 and 4 are views of the draw-head.

Let A indicate the bed or platform, which can be constructed in any suitable way and belong to any class of cars. The rock-shaft B is supported in bearings *c* at the front of this bed or platform, and is formed at its middle with a crank-bend, B′, which extends under the draw-head. This draw-head D is provided through its bottom side with openings *d*, for the passage of a curved arm or tongue, E, that is connected to the crank-bend of the rock-shaft. The curvature of this arm or tongue corresponds with the arc described by the outer end of the crank-bend, so that it will work freely and easily through the opening or openings in the bottom of the draw-head, through which it passes up into the draw-head, so as to be capable of elevating the link F to a horizontal or other required elevated position when it is desired to couple two cars together. The end or outer transverse portion, *b*, of this tongue or bail is somewhat increased in thickness at its middle, as at *b′*, and reduced or beveled at its corners, as at b^2, whereby the link in entering the draw-head and passing over said end will naturally straddle the wider part, *b′*, and drop onto the beveled or depressed corners b^2, whereby the link will be guided and steadied in its movement. The rock-shaft is provided at each end with a crank-handle, H, so that it can be operated from either side of the car. The draw-head is provided with a vertical passage for a coupling-pin, I, adapted to pass through and engage the link after the latter has entered the draw-head.

The rock-shaft can be operated by a person standing on the ground, or by the brakeman reaching down from the platform so as to grasp either crank-handle; or one or both of the crank-handles can be connected with chains, links, or levers, arranged so that the mechanism can be operated from the top of the car. When the link is retained within the draw-head by the coupling-pin it can be readily raised into position for coupling by operating the crank-shaft in the manner described. In order to properly guide the link into the draw-head, the latter is inclined or beveled at its lower front end, and its side walls are also inclined, so that, no matter at what height in the draw-head chamber the link enters, it will be guided and drop onto the tongue. The impact of the link is received at the rear wall, *d′*, of the draw-head.

What I claim is—

In a car-coupling, the rock-shaft B, supported in bearings above the draw-head and bent, at or near its center, to form the depending crank-bend B′, which extends beneath the draw-head of the car, in combination with the curved bail E, secured to the horizontal portion of the crank-bend, and projecting upward through the bottom wall of the draw-head, substantially as shown and described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

FRANCIS CORDREY.

Witnesses:

THOMAS W. WILSON,

I. I. FOSTER.