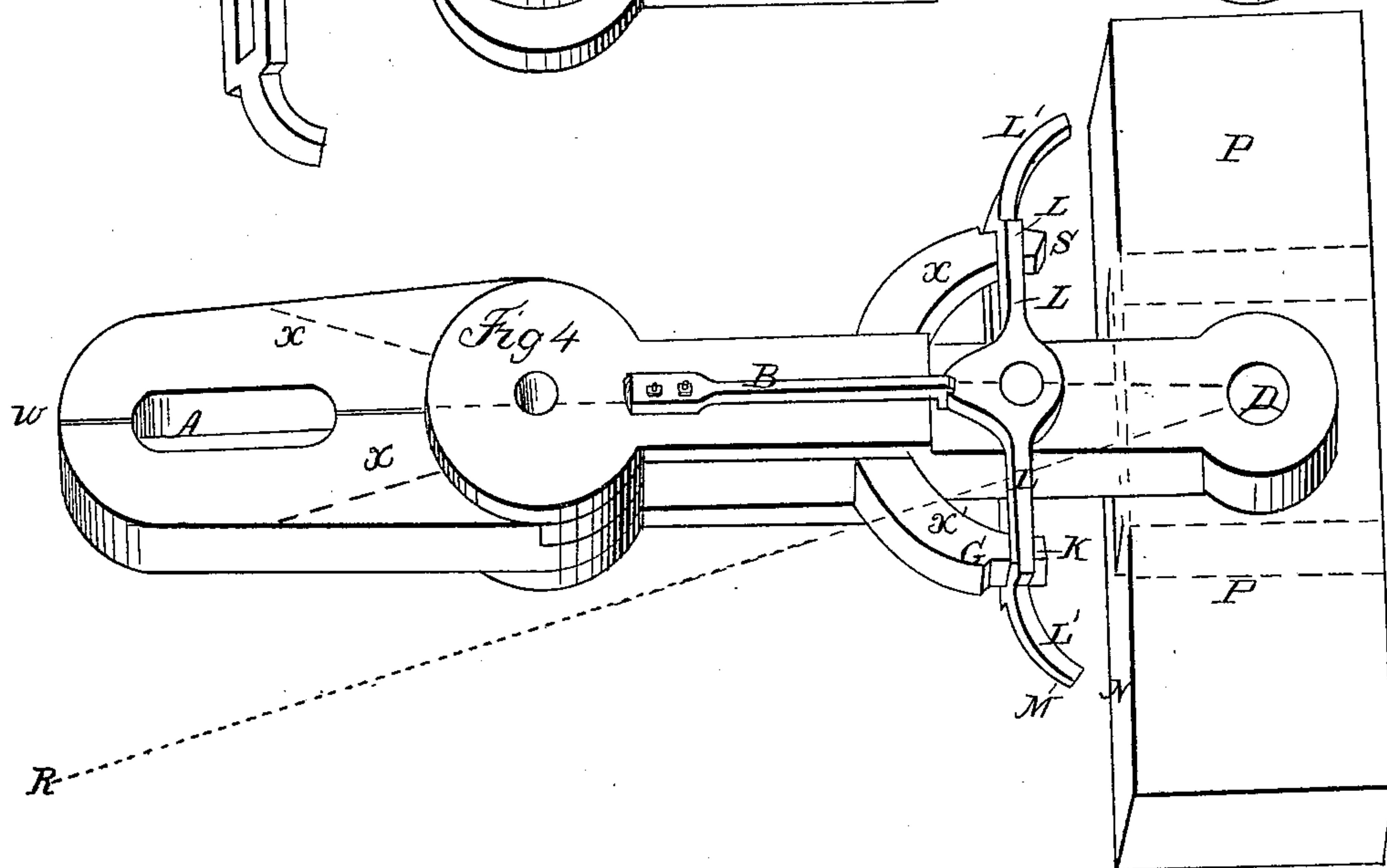
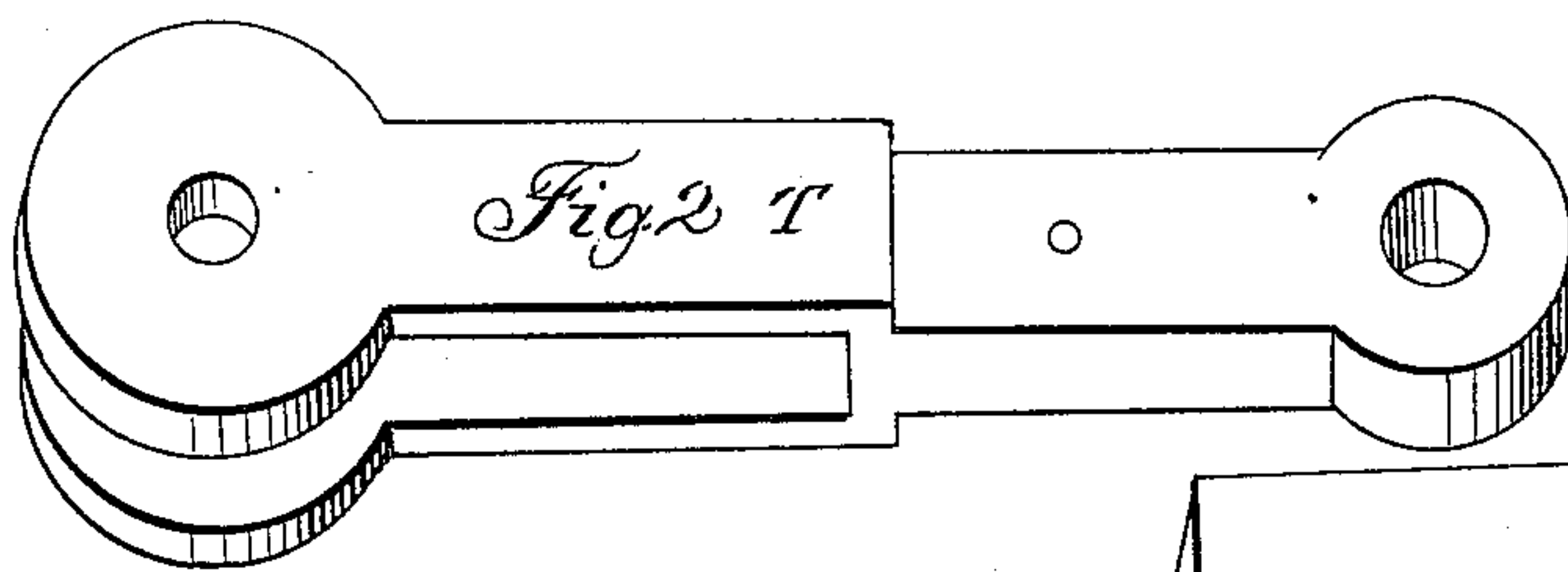
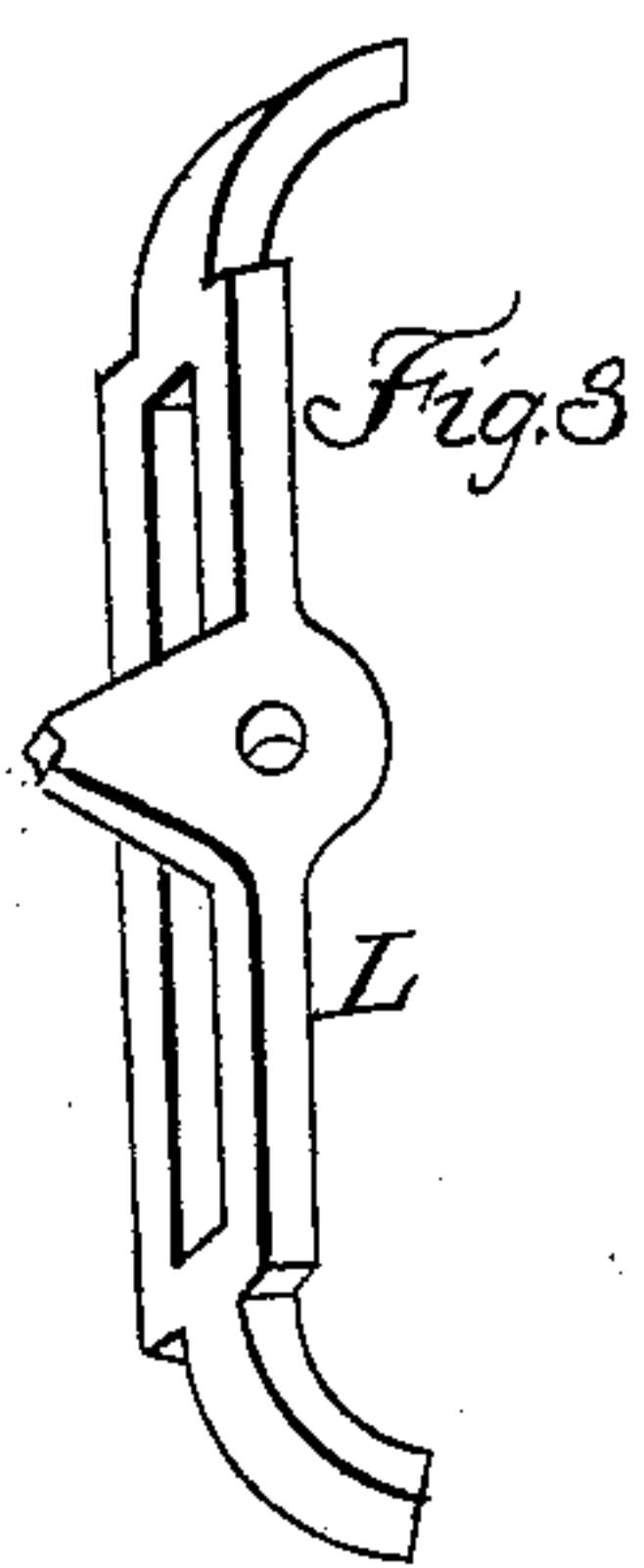
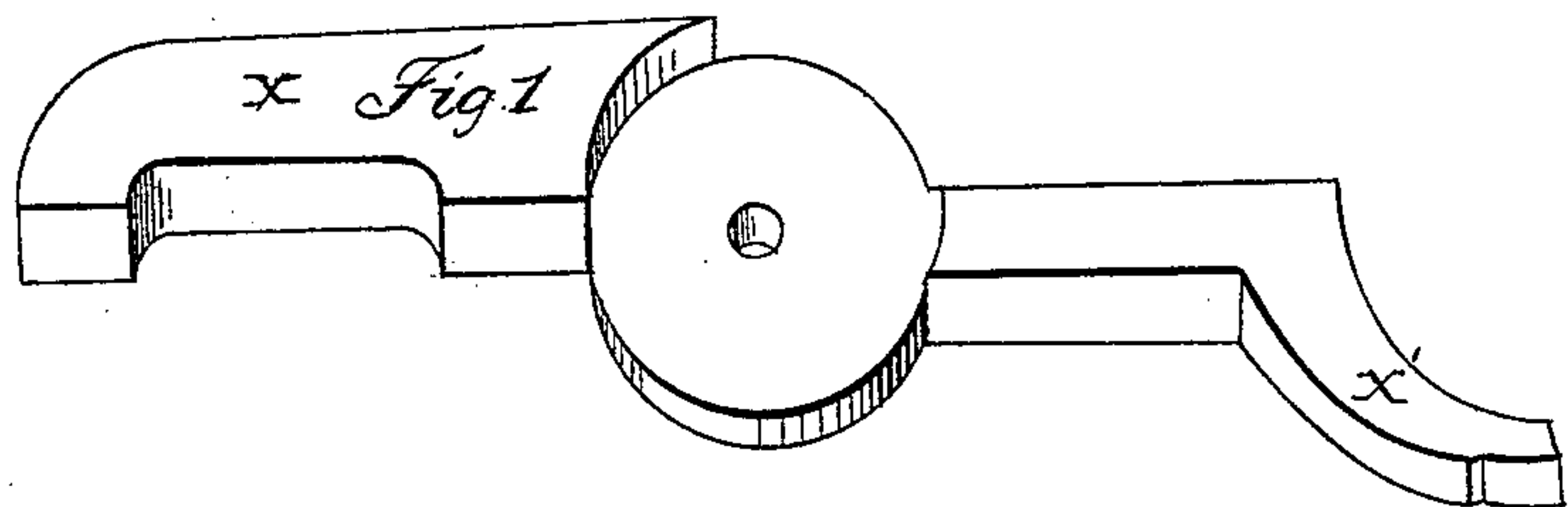


S. M. COCHRAN.

Car Coupling.

No. 7,866,

Patented Jan. 1, 1851.



UNITED STATES PATENT OFFICE.

SILAS M. COCHRAN, OF BALTIMORE, MARYLAND.

CAR-COUPLING.

Specification of Letters Patent No. 7,866, dated January 1, 1851.

To all whom it may concern:

Be it known that I, SILAS M. COCHRAN, of the city of Baltimore, in the State of Maryland, have invented a new and useful
5 Coupling for Railroad-Cars and Locomotives; and I do hereby declare that the following is a full and exact description of the same, reference being had in the explanation thereof to the annexed drawing, which
10 is designed as a part of this description.

The effect to be attained by this invention is the disconnection of such cars and locomotives as may be thrown, when in motion, from their places on the track, from
15 those remaining upon it, and thereby rendering such accidents less dangerous to passengers and preventing damage to cars &c. This effect is produced by the following described coupling, which is designed
20 to disconnect whenever a locomotive or leading car makes a greater deflection from the proper line of motion than may be allowed for any curvature of the road, by running from the track.

It will be seen by reference to the drawing that Figures 1, 2, and 3 are perspective
25 views of the important pieces of said invention, it being composed of two pieces of iron or steel, represented by Fig. 1, one piece represented by Fig. 2, and one piece represented by Fig. 3, all of which are combined
30 by bolts, or pins, as represented in Fig. 4, the piece represented by Fig. 3 being kept in its proper place by the spring marked B, and the whole coupling attached to the draft
35 beam or bolt of the car marked P, P at the point D. While this coupling is kept in the position represented by Fig. 4, a perfect and safe connection will be had with a lead-
40 ing car or locomotive supposed to be attached at the point A, as at point D.

Disconnection, or uncoupling will be effected by this invention, whenever a leading car, locomotive, or tender makes a
45 greater deflection from a right line than should be provided for on account of curves in the railroad track, in the manner following. Suppose the leading car, locomotive, or tender, from any cause, should depart
50 from the proper line of motion as shown by dotted line D, W, in Fig. 4, and take the

direction of the dotted line marked D, R, the end of the piece designated by Fig. 3 at the point M, will be brought in contact with the draft beam P, P, at the point N, 55 and be forced to the shoulder G, and the other end of the piece marked Fig. 3, will be moved from L, to S, thereby releasing the jaw of the coupling marked X, X, in Fig. 4, from its hold of the draft bolt of the
60 leading car at the point A, and consequently breaking the connection between the cars pursuing the right direction from those which have departed from it.

Having thus described my invention and 65 improvement and shown the operation of the same, I wish it to be distinctly understood that I do not claim the method of coupling railroad cars &c. by means of double coupling irons or jaws, in combina- 70 tion with a sliding bar, for disengaging or unlocking said double irons or jaws to relieve the connecting bolt from the draft beam of the leading car, by the deflection of said leading car from the proper line, 75 but

What I do claim as my improvement and desire to secure by Letters Patent, is—

In combination with the curved arms or ends X' X' of the jaws X X,—the turning 80 slotted bar L attached to the casting T (Fig. 2) having its ends L' L' curved in such a manner as to act as levers, and the spring B, for keeping the slotted bar L, and jaws X in their proper position; the disconnec- 85 tion of the cars being effected by the contact of the curved arms or ends L', of the turning bar L, with the draft beam P, when the preceding car runs off the track, when either of the curved arms X' of the jaws 90 will be relieved from the slot of the turning bar L, and permit its curved end X' to move outward, and open its outer end, and permit the connecting bolt to pass there-
95 from.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

SILAS M. COCHRAN.

Witnesses:

W. B. NELSON,
JOHN HILBERT.