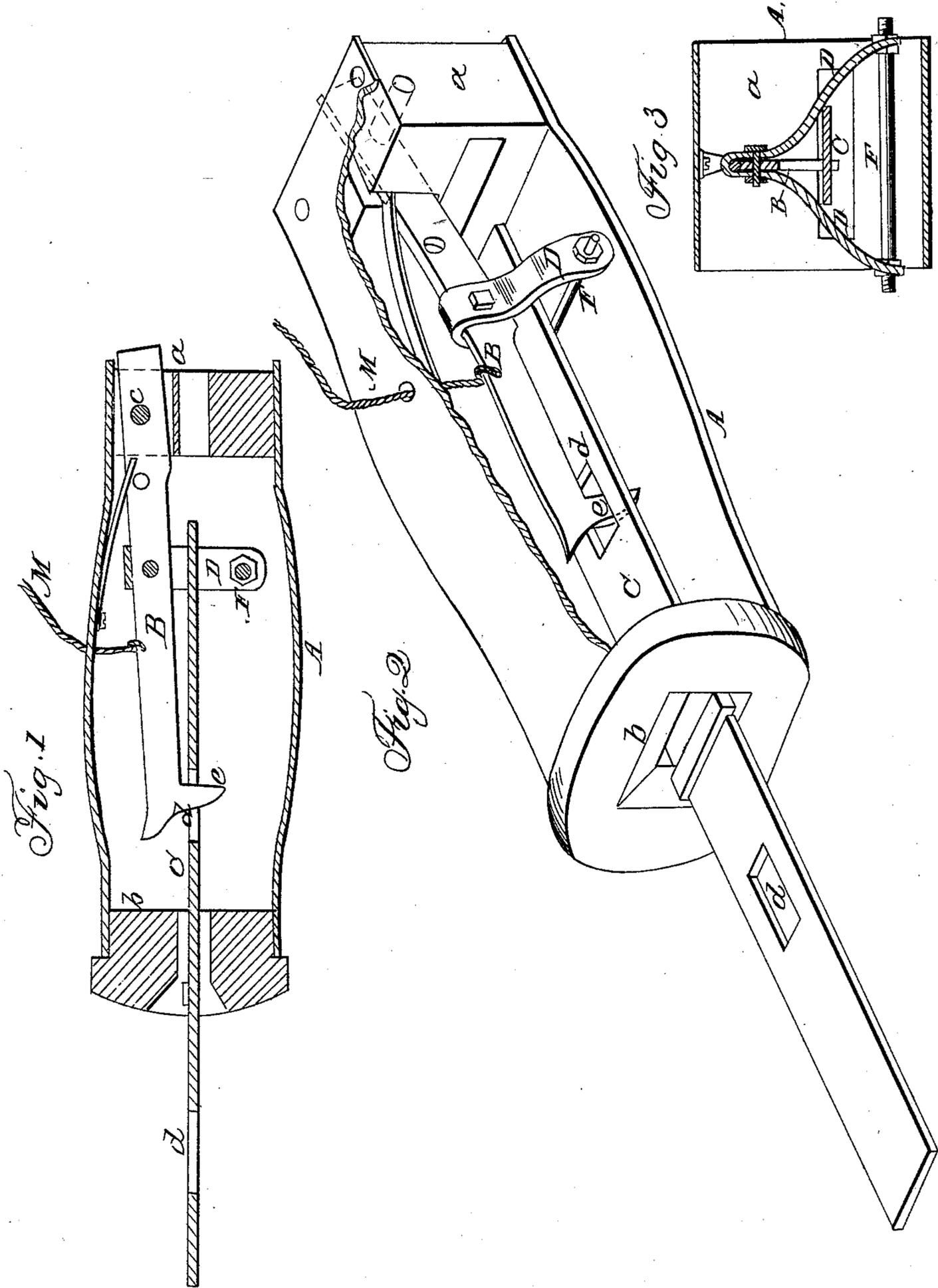


J. W. COREY.
Car Coupling.

No. 21,486.

Patented Sept. 14, 1858.



UNITED STATES PATENT OFFICE.

JASON W. COREY, OF CRAWFORDSVILLE, INDIANA.

RAILROAD-CAR COUPLING.

Specification of Letters Patent No. 21,486, dated September 14, 1858.

To all whom it may concern:

Be it known that I, JASON W. COREY, of Crawfordsville, in the county of Montgomery and State of Indiana, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1, is a vertical longitudinal section of a car coupling constructed after my invention. Fig. 2, is a perspective view of the same. Fig. 3, is a vertical transverse section of the same.

Similar letters of reference, in each of the several figures indicate corresponding parts.

The nature of my invention consists in the arrangement and combination of the hinged coupling hook, slotted connecting link and double inclined plane in the manner hereinafter specified, whereby when the preceding car of a train descends into a stream or other dangerous place, it shall instantly, by its weight upon the link, cause it to elevate the forward portion of the hook and thus uncouple itself from the hind cars and avoid pulling said cars along with it, and whereby also the automatic uncoupling of the cars, whenever one car of the train runs off the track either to the right or left is accomplished; as hereinafter specified.

To enable others, skilled in the art, to make and use my invention, I will proceed to describe its construction and operation.

A, represents the bumper. It consists of two convex spring plates held together by two solid end blocks *a*, *b*. By thus constructing the bumper, it will possess sufficient elasticity in itself to relieve the cars of any sudden jarring when they bump together.

B, is a coupling hook. It is pivoted, so as to vibrate up and down, to the rear end *a*, of the bumper as shown at *c*; this hook is made slightly concave and beveled on its front end, so that the connecting link will readily and automatically get in gear with it when the cars are brought together.

C, is a connecting link for connecting two cars together. This link has two vertical slots *d*, *d'*, formed in it for the vertical stopping or locking part *e*, of the coupling

hooks to pass through as shown in Fig. 1. To connect two cars which have hooks similar to the hooks just described, the link is run through the horizontal openings in the head blocks *b*, of the bumpers and the cars brought together close enough to bring the slots in the link directly under the stopping or locking part *e*, of the links and thus allow of the said locking or stopping parts *e*, to fall into said slots as illustrated.

D, D, are two incline planes fastened to the rear portion of each of the coupling hooks, one on the right side and the other on the left side of the hook. These incline planes are united together at their lower extremity by a screw rod E, so that their inclination may be varied to suit circumstances, as shown. These incline planes are located at such a point on the hook that the end of the connecting link comes between them, and when one or more of the preceding cars run off the track and deflect the link, its rear end comes in contact with either the right or left inclined plane and thereby lifts the forward end of the coupling hook out of the slot and allows those cars which are off the track to continue their course to destination without drawing those which are on the track along with them.

M is a rope or chain whereby the hook can be raised by hand out of contact with the link.

The superiority of this coupling lies in its being so extremely simple and yet capable of performing in a superior manner all of the functions performed by more complicated arrangements.

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

The arrangement and combination of the hinged coupling hook, B, *e*, slotted connecting link C, *d*, and double inclined plane, D, substantially as and for the purposes set forth.

The above specification of my improvement in car coupling signed by me this 29th day of May 1858.

JASON W. COREY.

Witnesses:

JAMES HEATON,
SAMUEL BRUFORD.