J. J. FORT.

Car Coupling.

No. 37,908. Patented Mar. 17, 1863.

Fig. 1.

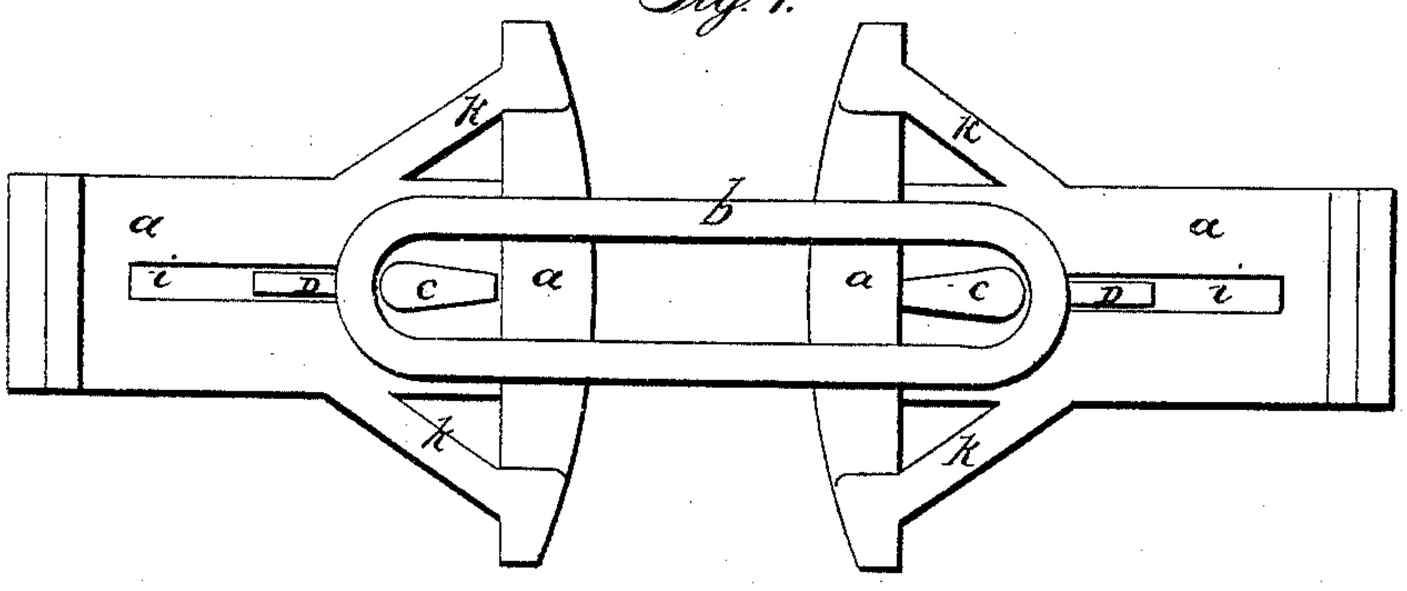


Fig. 2.

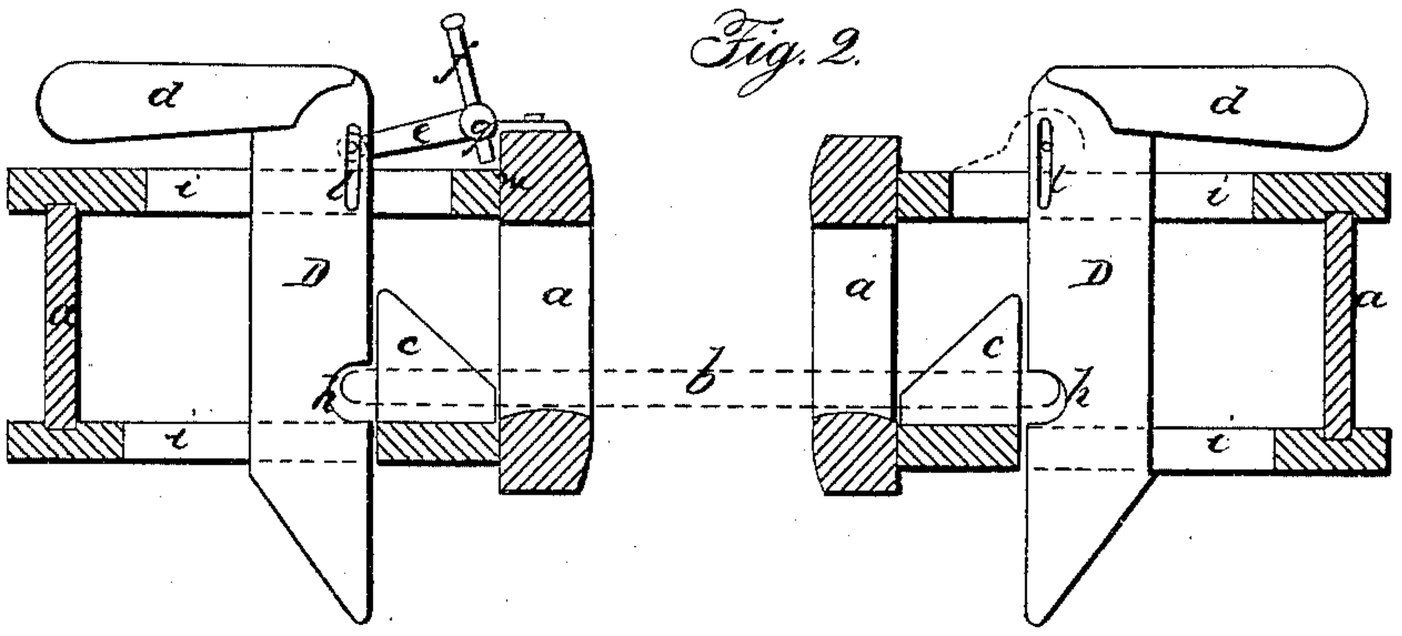


Fig. 3.

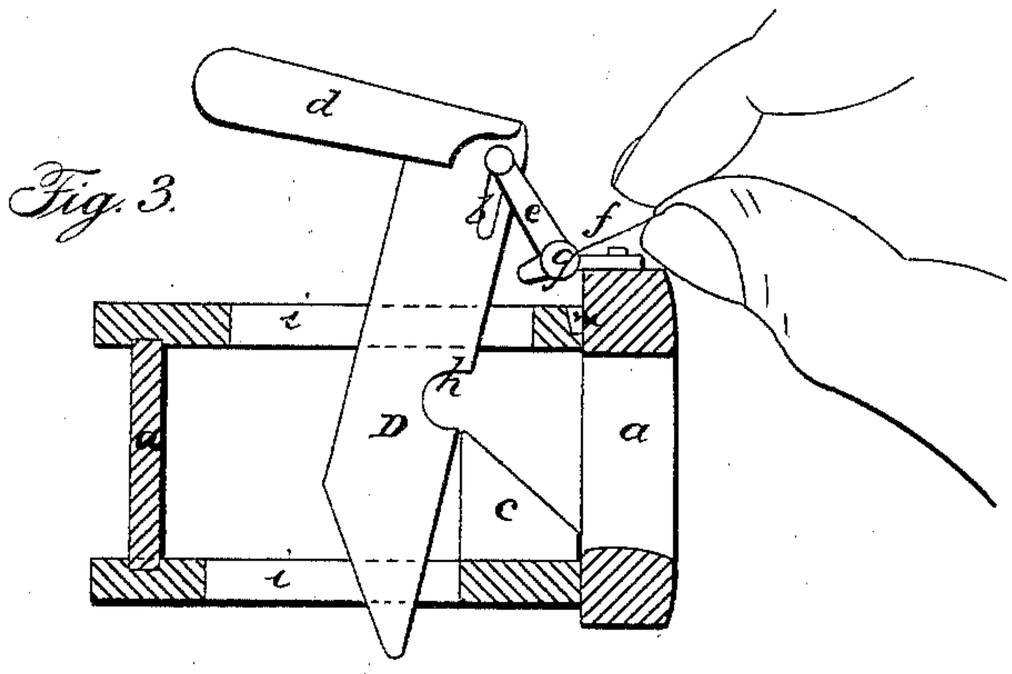
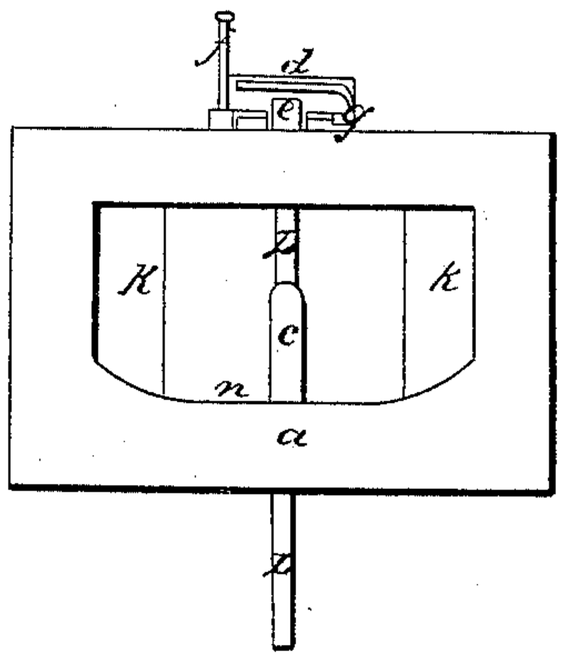


Fig. 4.



Witnesses:

W. G. Ritch
C. A. Hamlin

Inventor:

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UNITED STATES PATENT OFFICE.

JOHN J. FORT, OF OSHKOSH, WISCONSIN.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **37,908**, dated March 17, 1863.

To all whom it may concern:

Be it known that I, JOHN J. FORT, of the city of Oshkosh, in the county Winnebago and State of Wisconsin, have invented a new and useful Improvement in the Coupling and Uncoupling of Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a horizontal section; Fig. 2, a vertical longitudinal section; Fig. 3, a vertical longitudinal section showing the manner of uncoupling, and Fig. 4 a geometrical elevation of face of bunter.

a a is a frame or body of bunter and coupling, constructed of iron, with slots at *i i*, in which guard D *d* traverses; and K K are guides and conduct the connecting line *b* to its proper position with catch *c*, as seen at *h* in Fig. 2.

D *d* is a guard with the arm *d* weighted, and serves to secure the connecting-link *b* in its relative position with catch *c*, as seen at *h* in Fig. 2, and with the arm *e* secured to guard D *d* at *l* and the lever *f*, both connected to shaft *g*, serves as an uncoupler, as will be seen by reference to Fig. 3. The slot *l* in guard D *d* is only of sufficient length to allow the connecting-link, when guarded, to traverse the perpendicular face of catch *c* without becoming detached, thereby allowing the connecting-link to adapt itself to cars of uneven height, and avoid any labored strain that might otherwise occur were the connecting-link confined to a particular position. The guard D *d* is confined in its perpendicular traverse to the length of the slot by means of locking the lever *f* in the seat *m*, as seen at *m* in Fig. 2.

In operation it is a self-coupler. The weight of the connecting-link, resting in the concave bottom N, Fig. 4, of opening in bunter, serves to maintain the connecting-link in a central position, and as the cars come together it is still further guided to a central position by the inward inclined sides K K, (seen in Figs. 1 and 4,) so that the connecting-link rides with certainty over the inclined side of catch *c*, (the guard D *d* giving way by traversing the opening *i i'*,) and drops home. The guard D *d* has sufficient play in *i i'* to allow the bunters to come together, the link seated in opening *h* following the guard. The connecting-link having a seat in D *d* is uncoupled by means of unlocking the lever *f* at *m* and raising the guard D *d*, as seen in Fig. 3.

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

1. The construction, application, and adjustability of the guard D *d*, and the use thereof in combination with catch *c* and frame *a a*, substantially as set forth.

2. The application of the arm *e*, lever *f*, and shaft *g*, for the uses and purposes set forth.

J. J. FORT.

Witnesses:

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