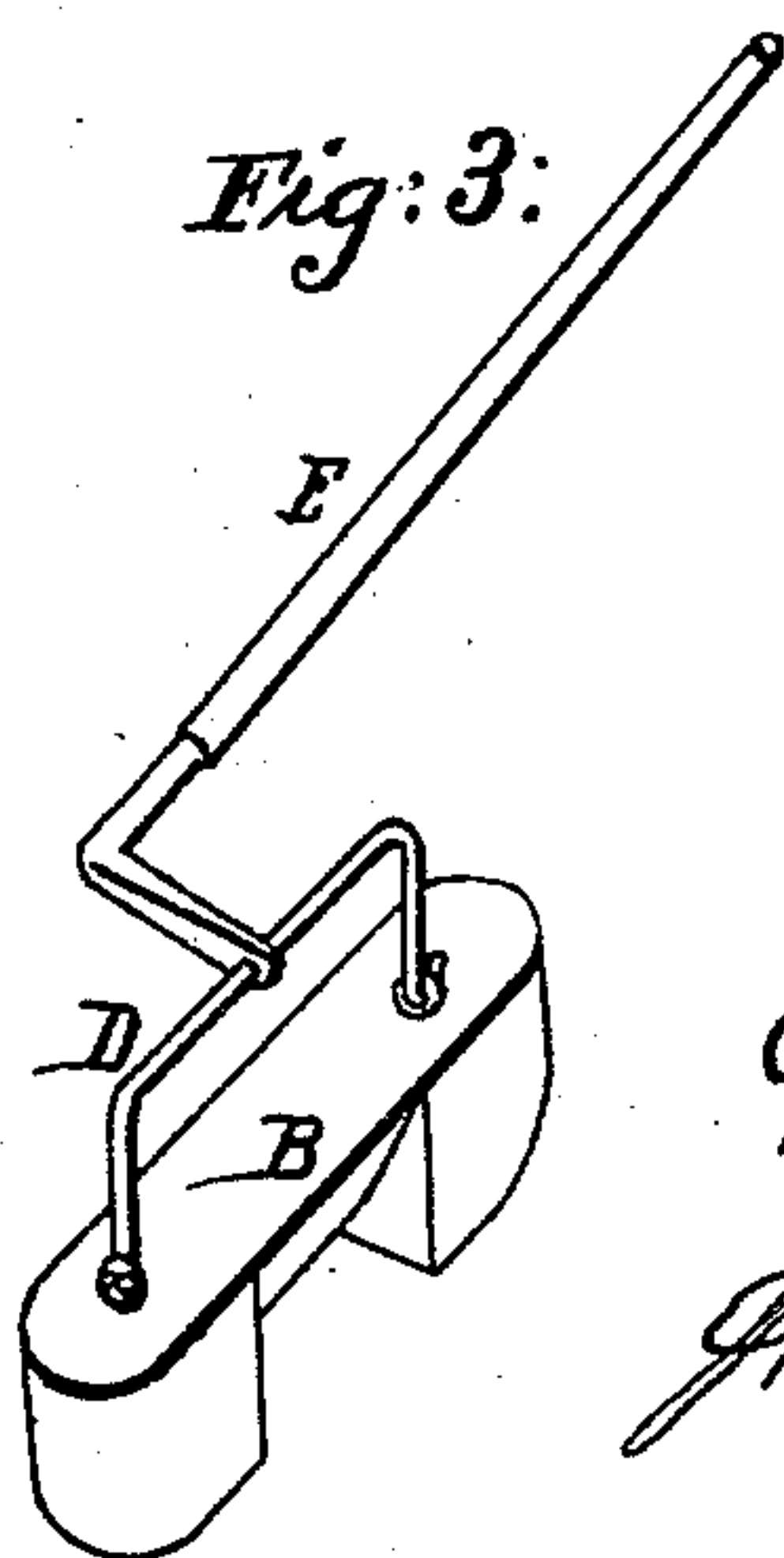
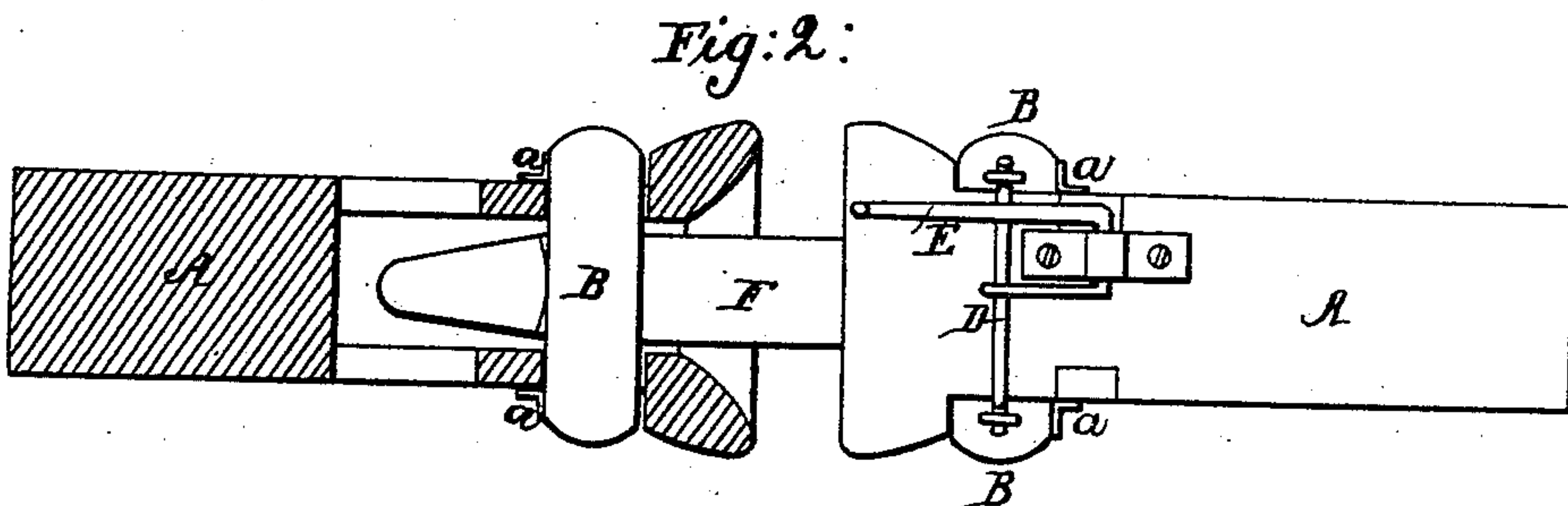
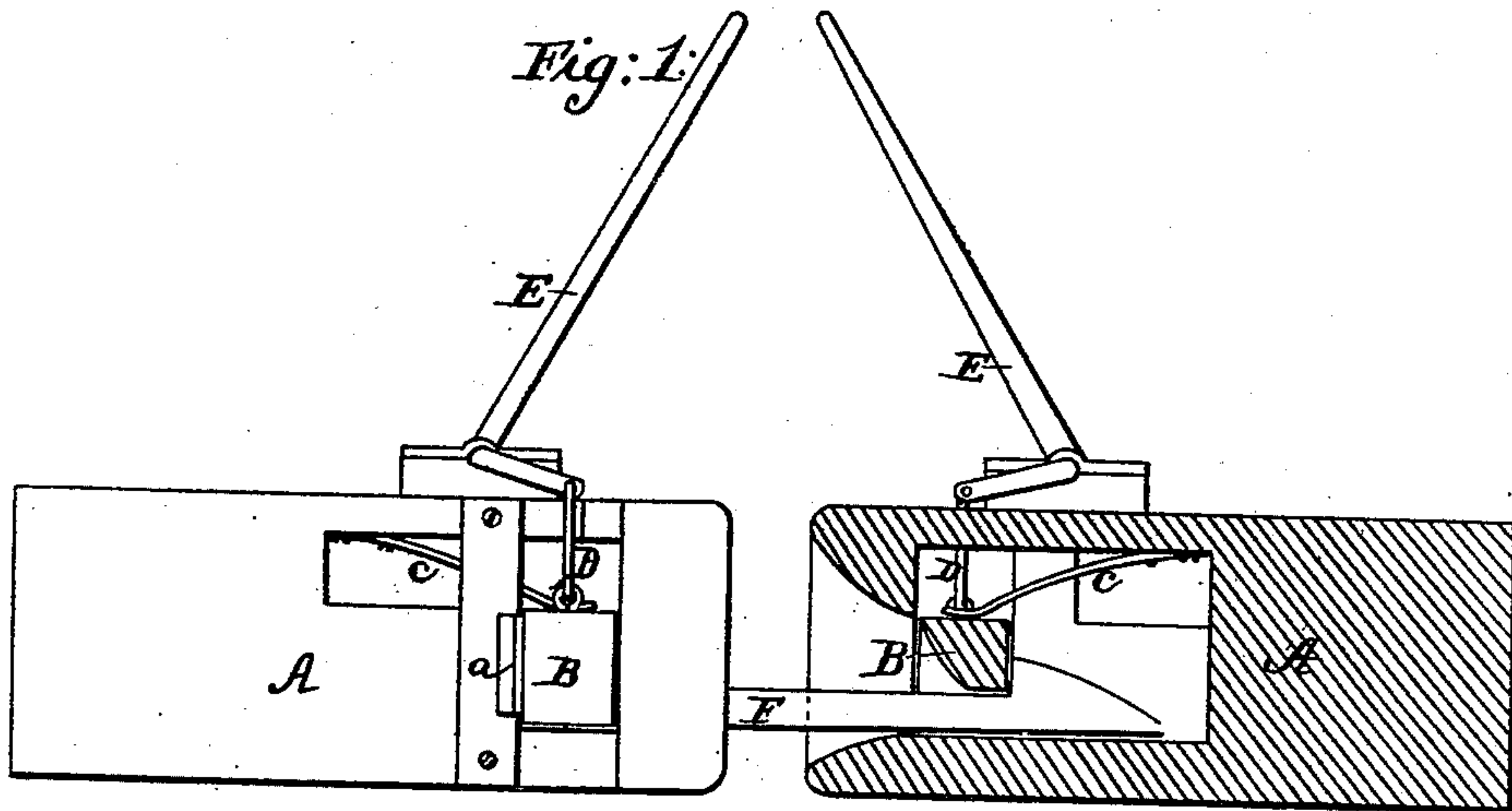


R. K. ANDREWS.  
CAR COUPLING.

No. 93,850.

Patented Aug. 17, 1869.



Witnesses:

Harry King.  
C. L. Enrich.

Inventor:

R. K. Andrews  
per  
Alexander Munson  
Att'y

# United States Patent Office.

ROBERT K. ANDREWS, OF SOUTH VALLEY, NEW YORK.

Letters Patent No. 93,850, dated August 17, 1869.

## IMPROVED RAILWAY-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, ROBERT K. ANDREWS, of South Valley, in the county of Otsego, and in the State of New York, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and general arrangement of a "car-coupling," which will couple itself, and in case of accident, where one car turns over, will also uncouple itself.

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

Figure 1 is a side view, part in section, and

Figure 2 is a plan view, part in section.

Figure 3 is a perspective of the draught-bolt, with lever attached.

A represents the bumper of a railroad-car, the sides of which are slotted vertically near the head, as seen in fig. 1.

Through these slots is passed the draught-bolt B, provided on its rear side with guides *a a*, which prevent it from moving laterally in the bumper, but at the same time allow it to move freely up and down.

The centre of the draught-bolt B is, for a space corresponding with the size of the opening in the head of the bumper, cut out sufficient to allow the draught-bar, when the cars are coupled, to move freely between the same and the bottom of the bumper.

The front side of the centre of the draught-bar is bevelled, as shown in figs. 1 and 3.

A spring, C, secured to the roof of the bumper, presses on the upper side of the draught-bolt B, and holds it down in its place.

To the upper side of the draught-bolt is attached a bale, D, which passes around the upper side of the bumper A, and is attached to a lever, E, pivoted on said bumper, by the means of which the draught-bolt can be raised, whenever desired to uncouple the cars.

The draught-bar F consists of a flat bar of steel or other suitable material, with bevelled ends, forming a notch, or shoulder at each end, on the upper side, as seen in fig. 1.

It will readily be seen, that when two cars are brought together, the levelled end of the draught-bar F, operating on the bevelled centre of the draught-bolt B, will raise the latter sufficient to allow the draught-bar to pass under, until the bolt is pressed down in the notch on the bar by the spring C, when the cars are coupled.

Should, by any accident, one car be overturned, then, as soon as it comes on its side, the cars will become uncoupled, saving the next car from sharing the same fate.

Having thus fully described my invention,

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

1. The draught-bolt B, constructed as described, with a cut-out and bevelled centre, and provided with guides *a a*, substantially as and for the purposes herein set forth.

2. The combination of the draught-bolt B, guides *a a*, bumper A, bale D, lever E, and spring C, all constructed as described, and arranged to operate substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand and seal, this 27th day of May, 1869.

ROBERT K. ANDREWS. [L. s.]

Witnesses:

HARRIET O. GRIFFIN,

HENRY GRIFFIN.