

(No Model.)

P. V. CORNILS.

CAR COUPLING.

No. 323,278.

Patented July 28, 1885.

Fig. 1.

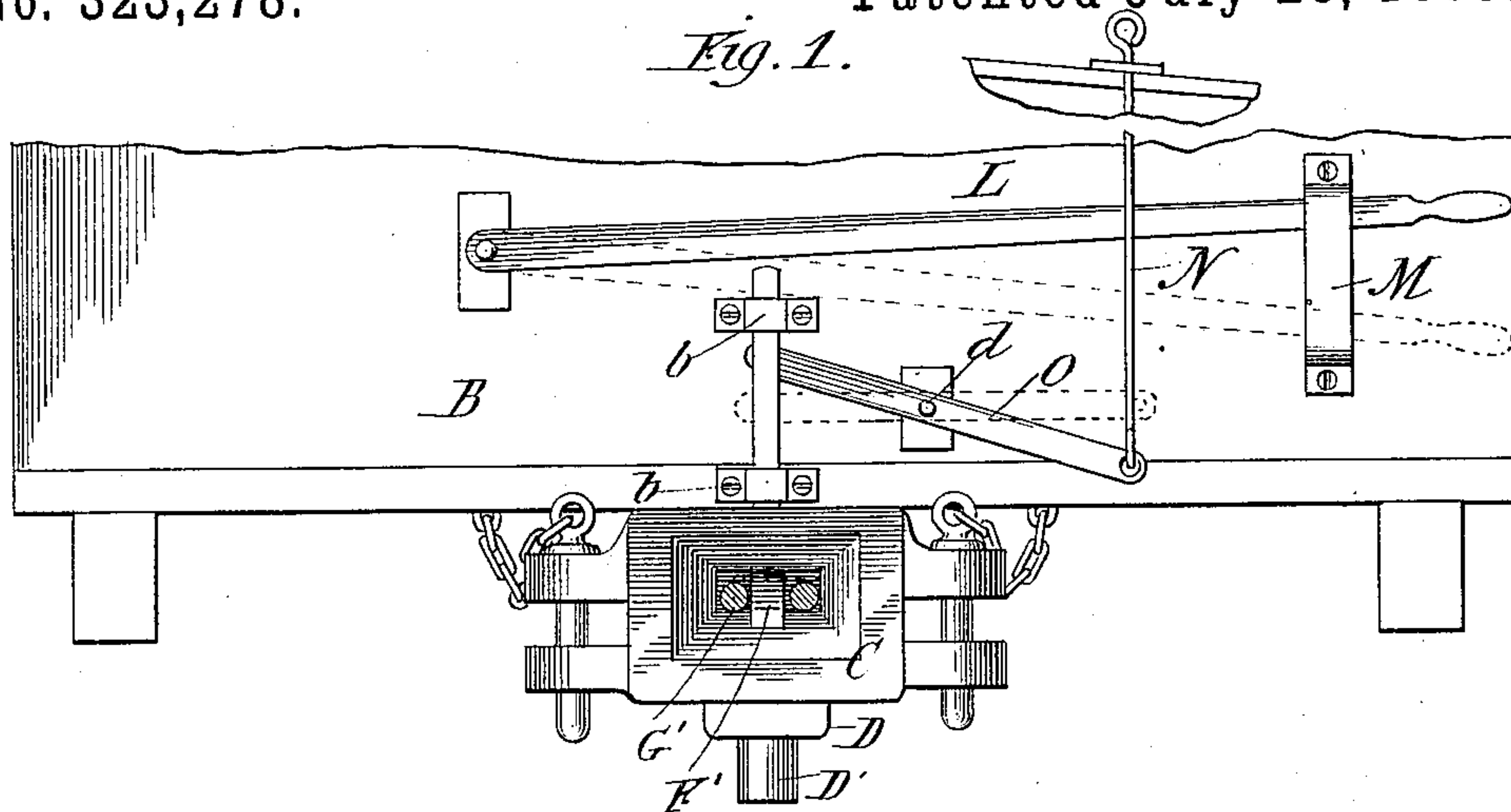


Fig. 3.

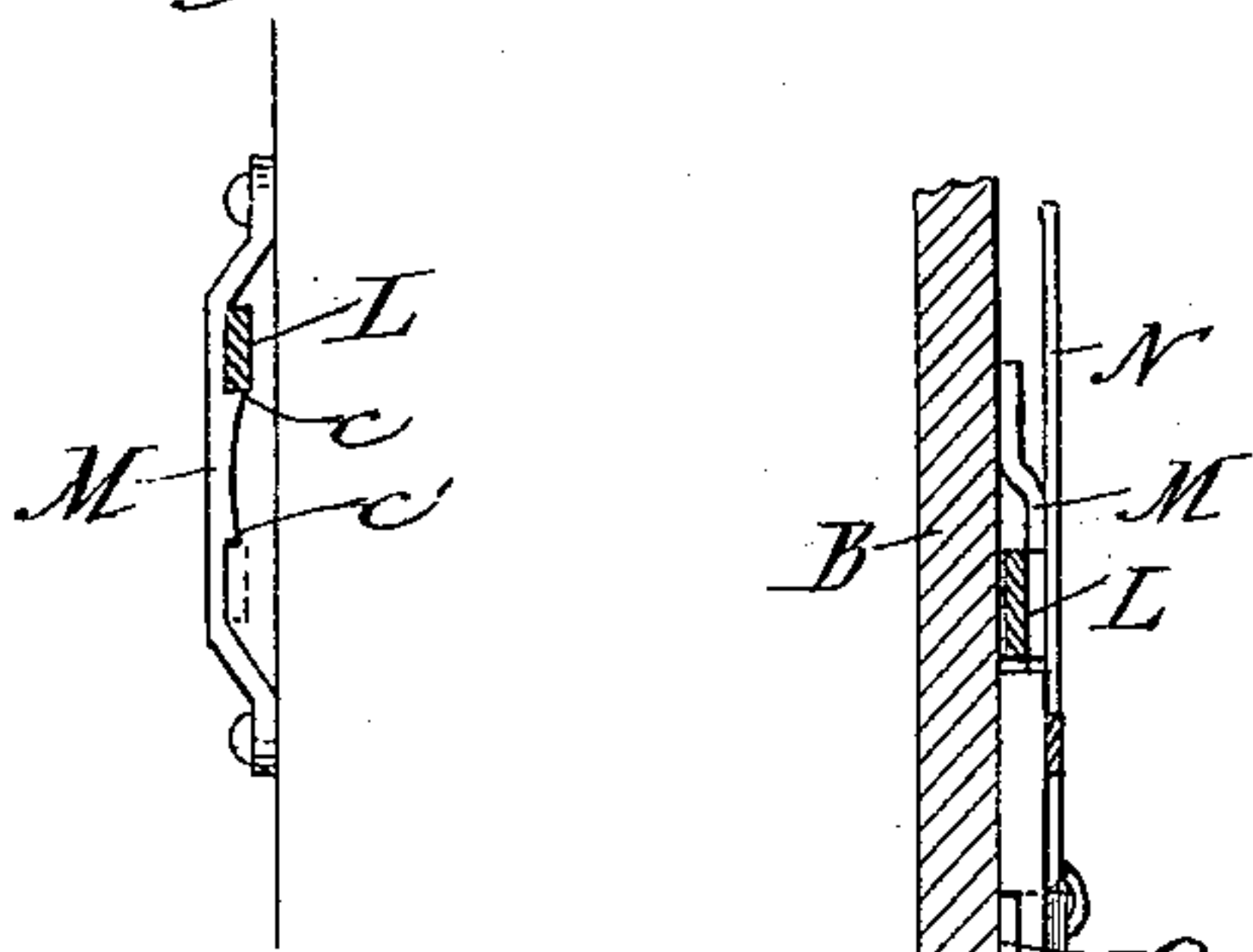


Fig. 2.

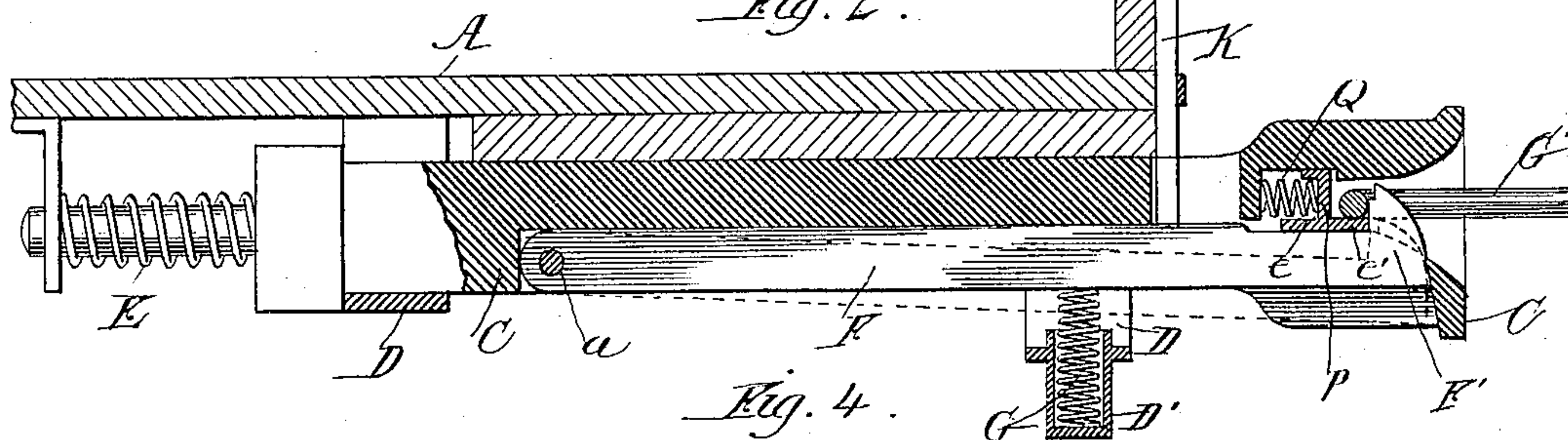
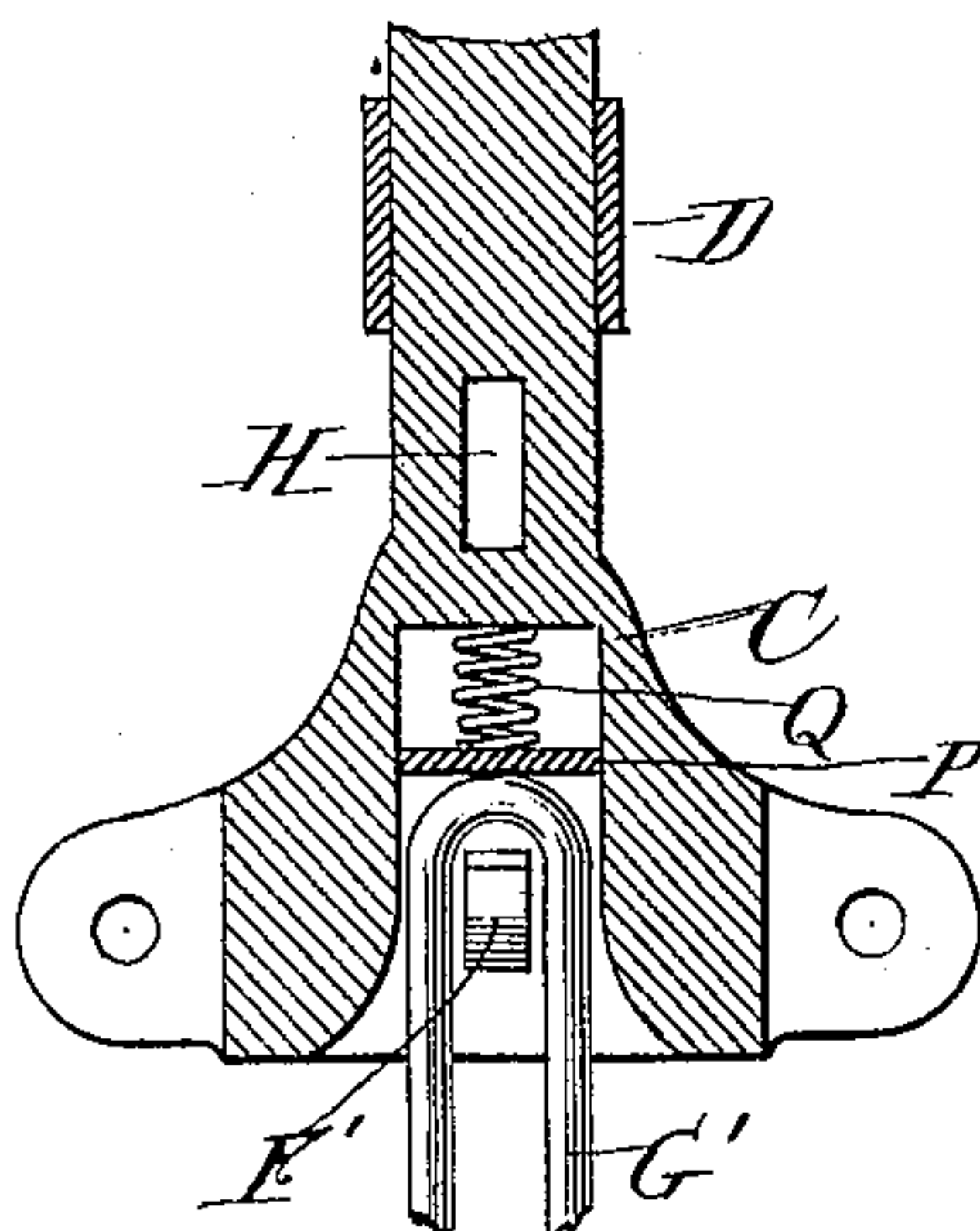


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

PETER V. CORNILS, OF CHICAGO, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 323,278, dated July 28, 1885.

Application filed June 8, 1885. (No model.)

To all whom it may concern:

Be it known that I, PETER V. CORNILS, a subject of the Emperor of Germany, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improved car-coupler.

The object of the invention is to obtain an automatic coupler which will be simple, cheap, and strong; and to the accomplishment of that end it consists of certain novel devices and combination of devices, as will be described and claimed.

Reference will be made to the accompanying drawings, in which Figure 1 is a front elevation of a part of a car with the invention applied; Fig. 2, a longitudinal section there-through, and Figs. 3, 4 details of parts.

Like letters refer to like parts in each view.

A represents the floor of a car; B, the front or rear thereof, and C the draw-head, the latter being supported in suitable hangers, D, and capable of a lengthwise movement to prevent breakage of parts by sudden contact of two cars, a spiral spring, E, serving to lessen the jar. The draw-head is hollowed out lengthwise to accommodate a lever, F, which is pivoted therein, as at *a*, Fig. 2.

The forward hanger D is provided with a socketed extension, D', in which is placed a spring, G, arranged to keep the front end of lever F in an elevated position unless pressure is brought to bear thereagainst. The forward end of lever F occupies a position near the mouth of the draw-head, and is provided with a head, F', by which an offset is formed.

By the arrangement of parts as thus far described it will be seen that when link G' is forced into the draw-head it will depress the lever until it has passed the head, when the lever will again be forced to its original position and serve to hold the link.

An opening or slot, H, Fig. 4, is formed through draw-head C, and through such slot a rod, K, is inserted, the slot being of suffi-

cient length to allow of the lengthwise play of the draw-head.

Rod K moves in guides *b*, secured to the end of the car, and is adapted to be operated by a lever, L, pivoted to the car, as shown in Fig. 1.

It will be understood from the drawings that the lower end of rod K rests upon the lever F, and it will be plainly seen that by depressing lever L until it contacts with the upper end of said rod the lever will be depressed and render possible the withdrawal of the link.

The handle end of lever L moves in a guide, M, secured to the car, such guide being provided with two offsets, *c c'*, as shown in Fig. 3, adapted to hold the lever locked in the desired position.

When the lever is in contact with offset *c*, the lever L will be held away from rod K and the coupling *h* free; but if the lever is locked by offset *c'* the lever F will be prevented from rising, and cars may be brought together without danger of coupling.

It will be understood that the lever L is adapted for use when the parts are to be operated from the side; but if it is desired to operate them from the top of the car a rod, N, may be used, such rod being connected at its lower end to one arm of a lever, O, pivoted at *d*, and with its opposite end inserted into a slot formed in the rod K.

If desired, the addition to the coupling shown in the drawings may be used. This addition consists of the piece P, situated within the draw-head and capable of a lengthwise movement therein. Piece P consists of a vertical part, *e*, and a horizontal part, *e'*. To the rear of part *e* there is placed a spring, Q, arranged to constantly force the piece forward.

The head F' of lever F is notched on its upper rear edge, as at *f*, Fig. 2, and when said lever is pushed to its lowest position, as before described, the piece P will be forced forward, and its horizontal part *e'* engage with the notch *f* and hold it. The link being then inserted, will contact with part *e*, force piece P rearwardly, and release lever F.

What I claim is—

1. The combination, with draw-head C, lever F F', and spring G, of piece P, and spring Q, as set forth.

2. The combination, with draw-head C, lever F F', and spring G, of rod K, lever L, and guide M, provided with offsets *cc'*, as set forth.

3. The combination, with draw-head C, lever F F', and spring G, of piece P, spring Q, rod

K, and suitable lever for operating such rod, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

PETER V. CORNILS.

Witnesses:

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