

William V Perry's Car Coupling.

117453

PATENTED JUL 25 1871

Fig 1

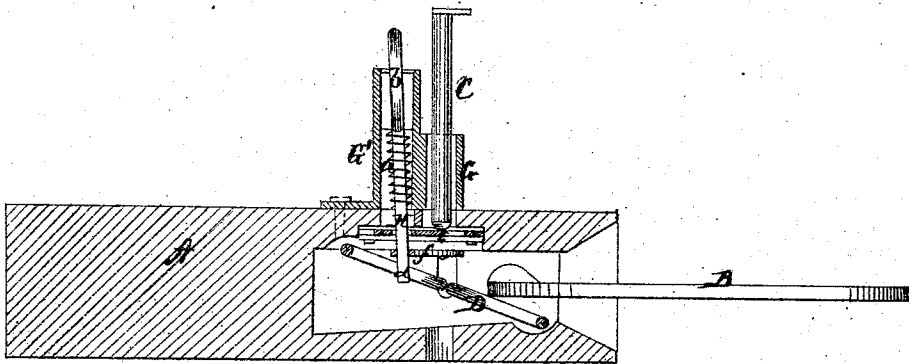
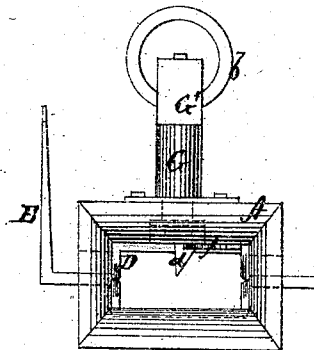


Fig 2



Witnesses.

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Inventor.

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per
Alexander Mason
att'y.

UNITED STATES PATENT OFFICE.

WILLIAM VOORHEES PERRY, OF BEAVER DAM, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 117,453, dated July 25, 1871.

To all whom it may concern:

Be it known that I, WILLIAM VOORHEES PERRY, of Beaver Dam, in the county of Dodge and in the State of Wisconsin, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

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 drawing, in which—

Figure 1 is a longitudinal vertical section, and Fig. 2 is a front view.

A represents the draw-head, B the coupling-link, and C the coupling-pin. D represents a stirrup, having suitable journal-bearings in the sides of the draw-head, and is for the purpose of raising and lowering the link B, while in the act of coupling cars, without exposing the hand to being crushed or smashed between the draw-heads. Upon one of the journals of the stirrup D, outside of the draw-head, is a crank, E, for attaching levers running to the outside of the car, so that the person coupling the cars will not be obliged to go between the cars at all. It will be noticed that when the coupling-link is in position in the draw-head the front end or front cross-bar of the stirrup D is under the link, and the rear cross-bar will be on top of the rear end of the link, thus making a double leverage on the link when guiding it into the other draw-head. On the top of the draw-head A are two upright tubes, G and G', the tube G being for the purpose

of holding the coupling-pin C in an upright position, and the tube G' for holding the spiral spring *a*, together with the trip H. This trip is made key-shaped, with a ring, *d*, at the top, and a hook, *d*, at the bottom, and operated in connection with the spiral spring *a*. *e* represents a small slide which, when in position, holds the pin C from dropping to its place in the draw-head. *f* is a small piece of iron under which the hook *d* catches.

The operation is as follows: When the link B and pin C are removed from the draw-head, take hold of the ring *b* on top of the trip H and press downward and forward, so that the hook *d* will catch under the small iron *f*. At the same time the slide *e* will take its place, so as to partially close the pin-hole. Now set the pin C in its tube G and push the link quickly to its place in the draw-head, when said link will push back the trip H, which flies upward by the action of the spring *a*, thereby moving the slide *e* so as to open the pin-hole and allow the pin C to drop and hold the link from being withdrawn.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The stirrup D, constructed as described, and arranged within a draw-head, substantially as and for the purposes herein set forth.

2. The trip H, slide *e*, and iron *f*, operating in connection with the spiral spring *a*, link B, and pin C, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 9th day of February, 1871.

WILLIAM VOORHEES PERRY.

Witnesses:

CH. W. WHINFIELD,
J. H. BARRETT.