C. NORPEL.

Car Coupling.

No. 26,608. Patented Dec. 27, 1859.

Fig. 5

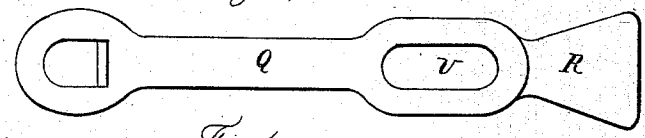


Fig. 4

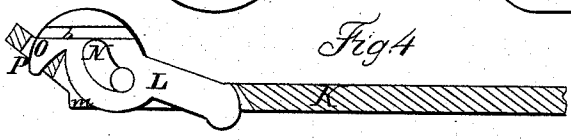


Fig. 2

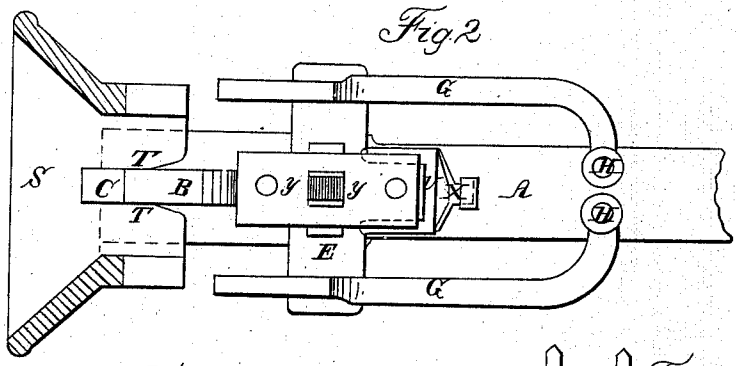


Fig. 6

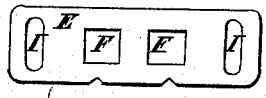


Fig. 7

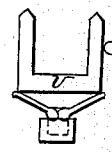


Fig. 1

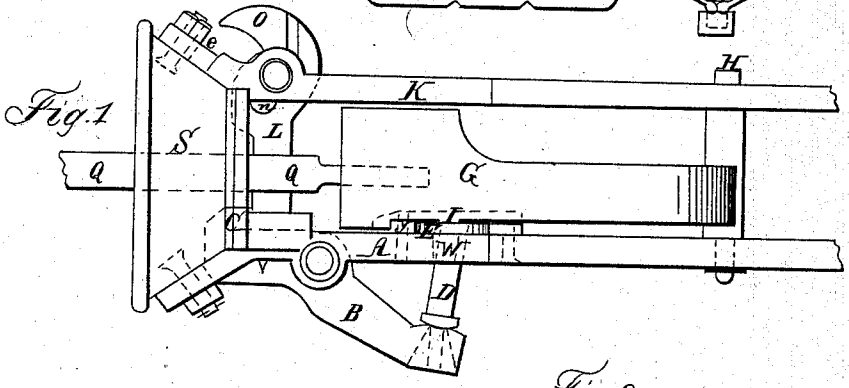
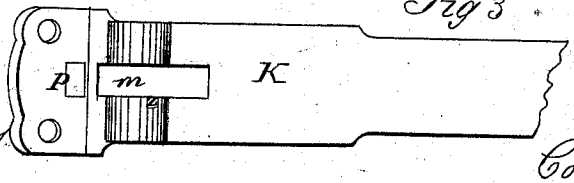


Fig 3



Witnesses.

Robt D Gray

J W Gray

Inventor.

Conrad Norpel

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UNITED STATES PATENT OFFICE.

CONRAD NORPEL, OF NEWARK, OHIO.

RAILROAD-CAR COUPLING.

Specification of Letters Patent No. 26,608, dated December 27, 1859.

To all whom it may concern:

Be it known that I, C. NORPEL, of Newark, Licking county, in the State of Ohio, have invented a new and useful mode of connecting railroad-cars with a coupling that will connect itself by simply pushing the cars together and also disconnect in case a car gets off the track or by the breaking of a bridge or culvert prevent that part of the train which remains on the track from being thrown down embankments or chasms and destroy life and property. This self-acting railroad-car coupling will disconnect the moment one of the above accidents takes place when in motion; 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 side elevation, and Fig. 2 is a plan view; Figs. 3, 4, 5, 6, and 7 details.

I construct a square flaring mouthpiece to receive the coupling bar as shown at, S, Figs. 1 and 2 in the accompanying drawing, with two jaws A and K attached to it. In the lower one of these jaws I insert a beam B and in the upper one a pin L, which connects on a hook formed head C on the beam B. Said beam is kept in its place by a pin D and slide E. Said slide I attach to the jaw A at Y, as shown in Fig. 2, and keep in its proper place by a catch W, which I hold with a small spring X, represented in Fig. 7. I also construct two wings G, G, which turn on a hinge at H, and connect them with a slide E at I, as shown in Figs. 1, 2, and 6. By combining the slide E and the two wings G, G, as described I can move the said slide with one or the other of these wings and bring one of the openings F in Fig. 6 to correspond with that opening W in the lower jaw, so that the pin D can pass up through it and the beam B move on its fulcrum and relax its hold on the pin L. For making itself connecting I construct the said pin L, which works in a slot M in the upper jaw, as follows: The upper end of pin L forms an eccentric O in combination with a curved slot N. When the pin L is moved back the eccentric will enter into the opening P, as shown in Fig. 4, and drop down in its place as soon as the slot V in the coupling bar Q has passed the extreme end of the pin, when it is guided by a part of the mouthpiece at T and steady it when in its place and pulling sidewise. To accomplish this movement as herein described I have a fishtailed formed end on the coupling bar Q, which in case a car gets off the track, falling off a bridge or culvert, &c., will strike one of the wings G and move the slide E as herein described; and, lastly, to keep the pin L that holds that end of the coupling bar Q that has the short slot from sliding back when connecting the cars I have a wedge set as shown in Figs. 1, 3, and 4.

What I claim as my invention and desire to secure by Letters Patent is the arrangement as herein described.

1. Of the jaw A with the beam B and pin D for the purpose aforesaid.

2. Of the jaw K with the pin L combined with the coupling bar Q and fishtailed end R for the purpose herein described.

3. Of the two wings G, G, combined with the slide E for the purpose herein described.

CONRAD NORPEL.

Witnesses:
ROBT. D. GRAY,
J. W. GRAY.