

BRENNER & POLK.

Car Coupling.

No. 112,536.

Patented March 14, 1870.

Fig. 1

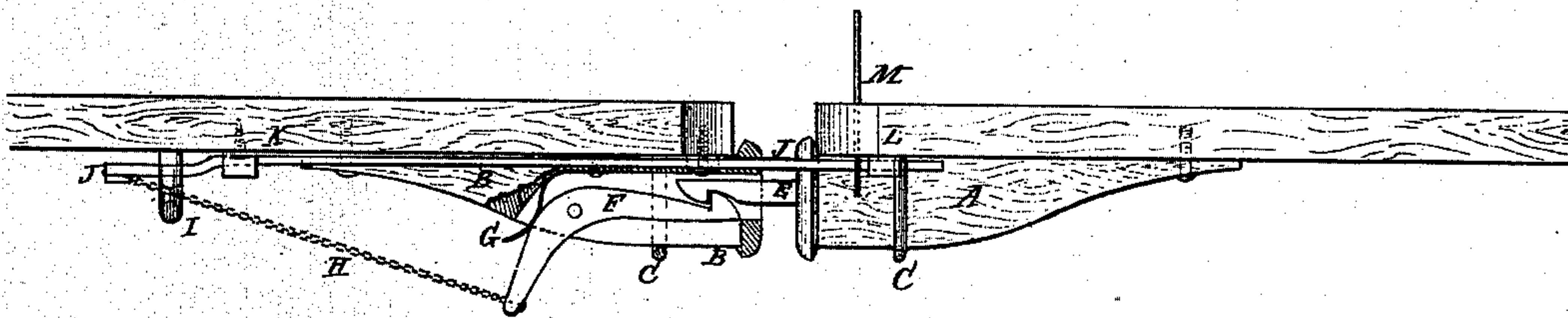
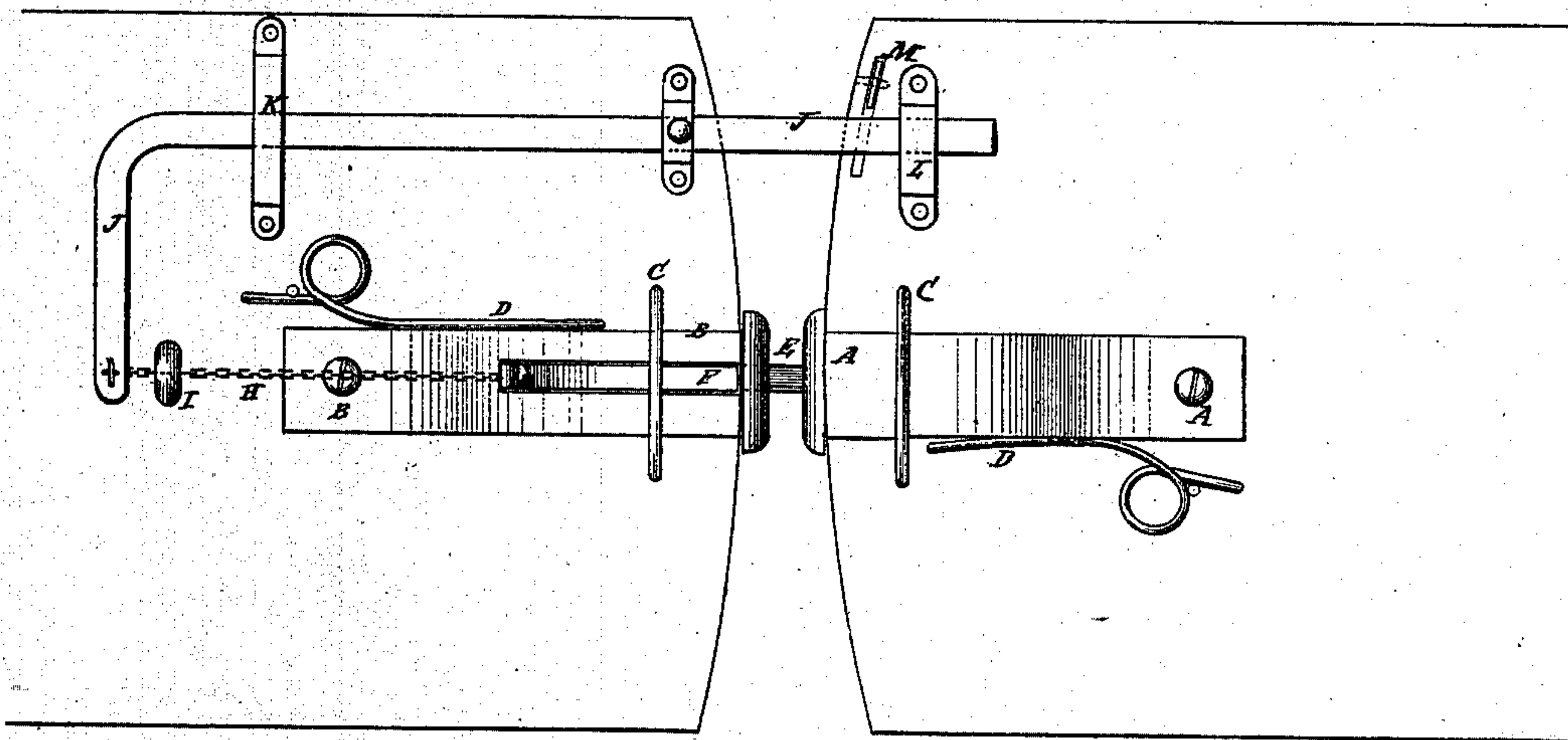


Fig. 2



Witnesses:

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GODFREY BRENNER AND GEORGE T. POLK, OF POUGHKEEPSIE, NEW YORK.

Letters Patent No. 112,536, dated March 14, 1871.

IMPROVEMENT IN CAR-COUPPLINGS.

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

To all whom it may concern:

Be it known that we, GODFREY BRENNER and GEORGE T. POLK, of Poughkeepsie, in the county of Dutchess and State of New York, have invented a new and useful Improvement in Car-couplings; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a side view of our improved car-coupling, part being broken away to show the construction.

Figure 2 is an under side view of the same.

Similar letters of reference indicate corresponding parts.

Our invention relates to car-couplings, and consists in arranging the uncoupling mechanism in a peculiar manner, so that it may automatically operate whenever one car is thrown from the track.

A and B are the bumper-heads, which are attached to the cars, and provided with guide-loops or keepers C and springs D, in the ordinary manner.

To one of the bumpers, as A, is rigidly and securely attached a hook, E, which projects forward, so as, when the cars are run together, to enter the mouth of the cavity of the other bumper-head B.

F is a curved hook, which passes through a slot in the lower side of the bumper B, and is pivoted at its bend to the rear part of said bumper.

The hook F is held by the spring G in such a position that its forward or hooked end may be in proper position to catch upon and hold the hook E when the cars are run together and the said hook E enters the bumper B.

The spring G is securely attached to the bumper B in such a position that its free end may press against the downward projecting end or part of the bent or curved hook F, so as to hold its forward or hooked end up to catch upon the hook E as it enters the bumper B, and to hold it securely.

To the rear or lower end of the bent or curved

hook F is attached one end of a chain, H, which passes through or around a guide or guide-pulley, I, and its other end may be attached to the rear end of a lever, J, which passes through a long keeper, K, and is pivoted to the under side of the platform of the car near its forward edge, as shown in figs. 1 and 2.

The forward end of the lever J projects in front of the platform so as to enter a keeper, L, attached to the under side of the platform of the other car.

By this construction, should one of the cars be thrown from the track, the keeper L, pressing against the projecting end of the lever J, operates the said lever to draw back the chain H, and with it the downwardly-projecting end of the bent or curved hook F, removing its forward or hooked end from the hook E, uncoupling the cars. The rear part of the lever J should be bent inward to bring its end in the rear of, and directly in line with, the guide I and bent hook F, so that it may be operated with equal facility and effect whichever side of the track the car may be thrown off.

M is a lever, which passes through and is pivoted in a slot formed in the platform of the car directly over the lever J, so that the said lever J may be conveniently operated to uncouple the cars by operating the said lever M.

Having thus described our invention,

We claim as new and desire to secure by Letters Patent—

The pivoted lever J, movable on one side of its fulcrum in the keeper L, and angled on the other side thereof to connect one end with chain H at a point opposite to the guide I, combined, as described, with curved spring-hook F G, pivoted in the bumper B, for the purpose of enabling the cars to automatically uncouple if one is thrown from the track on either side of the road.

GODFREY BRENNER.
GEORGE T. POLK.

Witnesses:

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