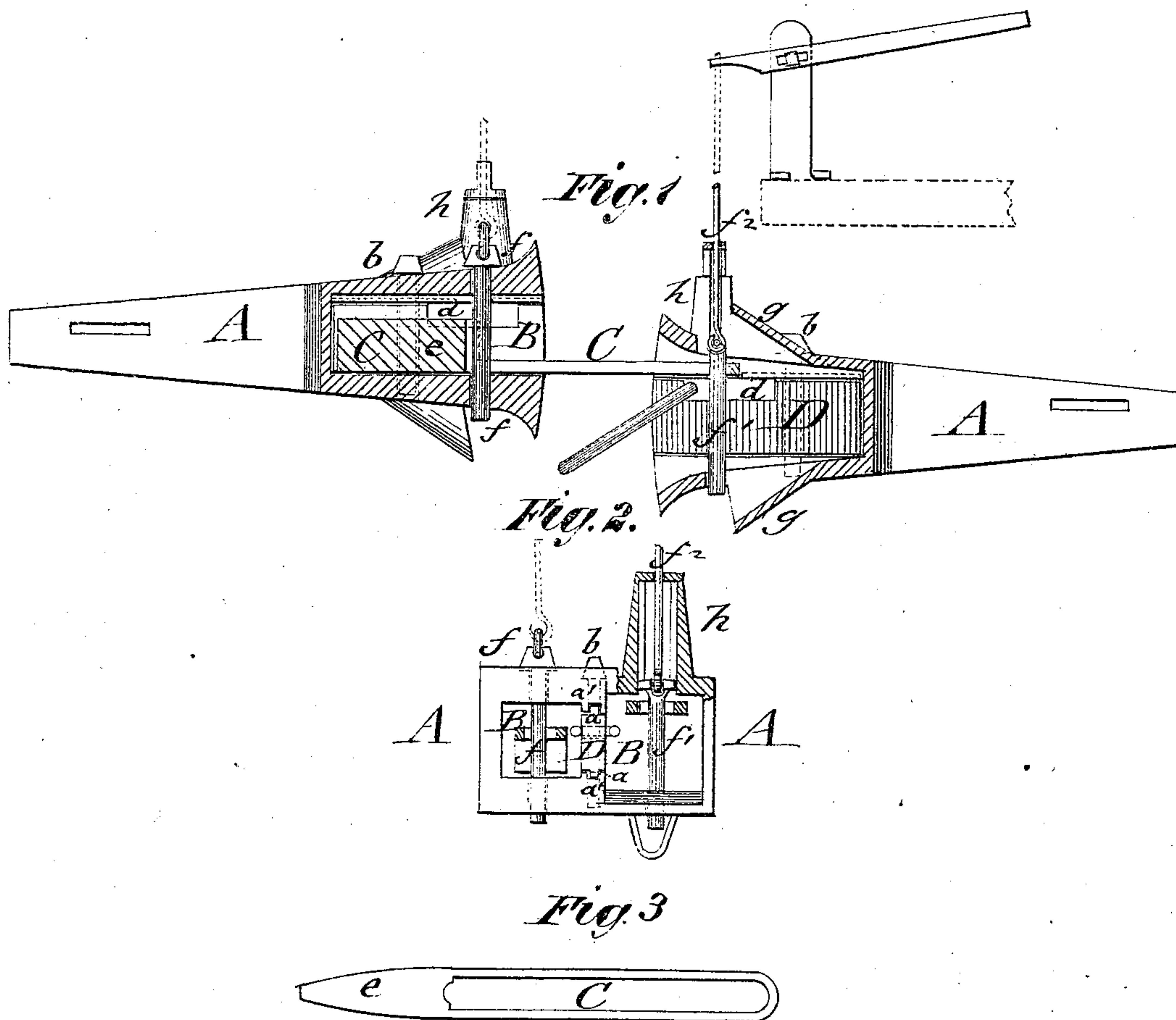


M. E. BROMELING.
Car-Couplings.

No. 151,271.

Patented May 26, 1874.



WITNESSES:
Francis McArdle
Bridgman

INVENTOR:
M. E. Bromeling
BY *[Signature]*
ATTORNEYS.

UNITED STATES PATENT OFFICE

MORRIS E. BROMELING, OF LEROY, MINNESOTA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 151,271, dated May 26, 1874; application filed February 14, 1874.

To all whom it may concern:

Be it known that I, MORRIS E. BROMELING, of Leroy, in the county of Blue Earth and State of Minnesota, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a vertical longitudinal section of my improved car-coupling; Fig. 2, a sectional end view; and Fig. 3, a detail top view of the coupling-link.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described, and then pointed out in the claim.

In the drawing, A represents a draw-head, with two cavities, B, for the coupling-links C, which cavities are separated by a vertical slide-piece, D. One cavity is larger than the other, the larger one being arranged with tapering mouth for the entering of the free end of the coupling-link, the smaller cavity taking up the head of a second coupling-link. The separating slide-piece D runs by means of guide-projections *a* in grooves *a'* of the draw-head, being attached to the same by a pin, *b*, which passes vertically through the top and bottom part of the draw-head and slide D. A recess, *d*, of slide D, allows the insertion of the common coupling-link, so that, on fastening the slide by its pin, cars with the common pin-and-link coupling may be attached to draw-head A. By running slide D into the draw-head with the link-recess *d*, either at the top or bottom part of the draw-head, full play is given to the link for coupling cars with platforms of different heights. The links C are constructed with a heavy tapering head, *e*, of greater thickness than the other part of the same, which is of the usual shape. The head *e* is introduced into the smaller cavity B, of corresponding size, and fixed there by a pin, *f*. The larger cavity

serves to take up the round end of the second link C, producing a twofold coupling of the cars. The automatic coupling of the links is produced by the pivoted pins *f*¹ of the larger cavity B, which are pushed back by the entering links till the pins slide over the links, and dropping, couple the same. The free swinging of the pin *f*¹ in backward direction is made possible by means of half-funnel shaped ears or extensions *g*, cast or otherwise affixed over the slotted top and bottom of the draw-bar. Pin *f*¹ is pivoted to the end of a rod, *f*², which is guided in a suitable cap-piece, *h*, at the top of the draw-head, and then connected with a lever or other lifting mechanism on the platform or top of the car, by which the link is raised for uncoupling. The large head *e* of links C is intended for the purpose of coupling with cars having platforms of different heights. The link of the higher draw-head is then placed on its base, which brings the free end of the link lower down, while the link of the lower draw-head rests on the top side, producing a higher position of the same, and equalizing the height of the free ends of the links, and also the strain exerted thereon.

The horizontal position for coupling is given to the links by the attachment of their heavy heads to the smaller cavities of the draw-heads, so that the coupling is performed with perfect ease and exactness.

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

A draw-head having the two unequal cavities B B and recessed dividing slide-piece D, constructed and combined substantially as and for the purpose described.

MORRIS E. BROMELING.

Witnesses:

JNO. C. NOE,

W. C. DURKEE.