

J. W. YOUNG.
Car-Couplings.

No. 151,676.

Patented June 2, 1874.

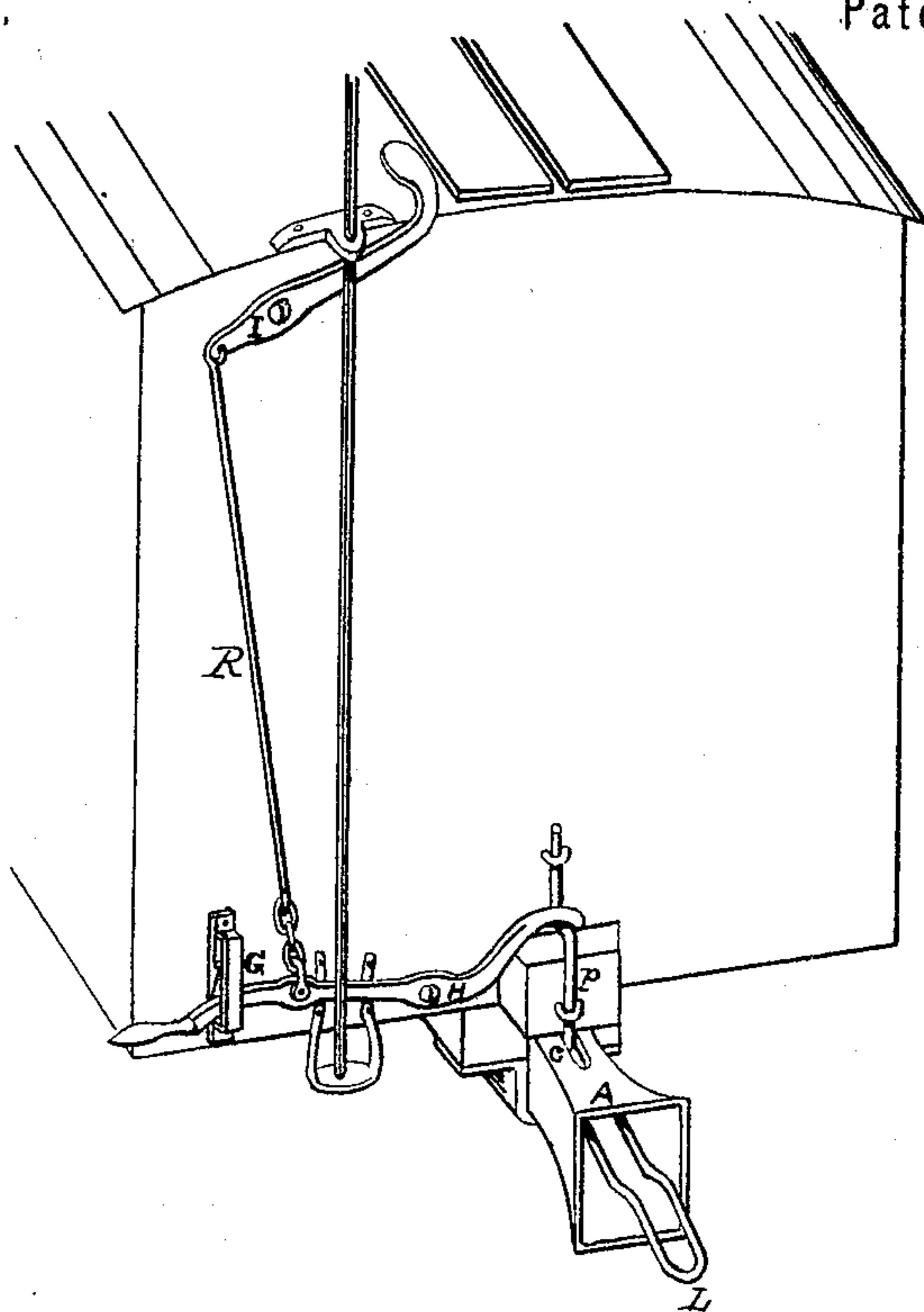


Fig 2.

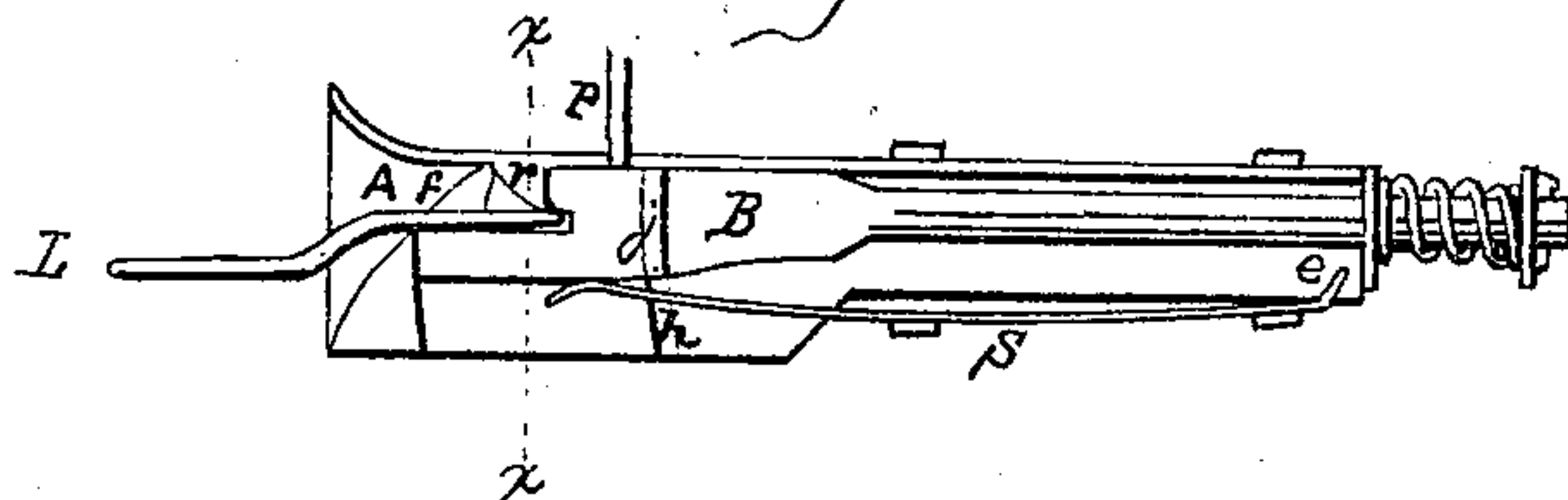


Fig 3.



Witnesses.
Will A. Coles
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Att'y

UNITED STATES PATENT OFFICE.

JOHN W. YOUNG, OF MARSHALL, MICHIGAN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **151,676**, dated June 2, 1874; application filed March 17, 1874.

To all whom it may concern:

Be it known that I, JOHN W. YOUNG, of Marshall, Calhoun county, Michigan, have invented an Improvement in Car-Couplings, of which the following is a specification:

My invention relates to an improvement in that class of car-couplings in which the usual coupling-pin is dispensed with.

The common link now in general use enters the enlarged or flaring mouth of the draw-head, which is made of cast-iron, and rectangular in form, having a casing on the top and sides, leaving sufficient opening between for the movement of the draw-bar. This bar has its outer end beveled in the form of a hook, with a recess made therein to receive and hold the link while in the act of coupling.

In the drawings, Figure 1 is a perspective view of the invention. Fig. 2 represents a side view of the coupling with one of the sides removed. Fig. 3 is a sectional view in the line *x x*, Fig. 2.

Similar letters of reference indicate like parts in the several figures.

A represents the draw-head, made with a flaring mouth, rectangular in cross-section, and of sufficient depth, so that when the draw-bar B is pressed down by the uncoupling-pin *p* it will not protrude below the lower side of it. The inner end of the draw-head I make solid, with sufficient room to insert the draw-bar from the under side, and provide a recess, *e*, to receive the end of the spring. I form recesses *f f* and *h h* in the sides of the draw-head, as shown in Figs. 2 and 3, the former, *f f*, to allow oscillation of the link L, and the latter to receive the lugs *j j*, formed on the draw-bar B, for the purpose of causing it to move simultaneously with the draw-head. I also form a beveled rib, *r*, across the inner and upper side of the draw-head, to force the link

down in the recess in the draw-bar, and also to hold the link in position. An opening, *c*, is left in the upper side of the draw-head to receive the end of the uncoupling-pin. To keep the draw-bar B in position within the draw-head, I employ a spring, S, fastened to the draw-head by clasps. The coupling itself is secured to the car in the usual manner, and is designed for freight-cars or flat cars.

To obviate the dangerous practice of entering between the cars to couple or uncouple, I bolt the hand-lever H to the end of the car; and, to render it convenient for the brakeman to uncouple without descending to the ground, I bolt a foot-lever, I, near the brake-rod at the upper end of the car, as shown in Fig. 1, connecting the two levers H and I with a rod, R, provided with a few links at the lower end of said rod, so that in using the hand-lever it will necessitate moving the foot-lever. The inner end of the hand-lever is bent, as shown, and rests on a shoulder of the uncoupling-pin *p*, which pin is fastened to the car with staples. Near the outer end of the lever I bolt, to the end of the car, a guard-plate, G, which holds the lever in place. A notch in said plate holds the lever up, to keep the cars from coupling, when so desired.

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

A continuous draw-bar, B, having a hook-shaped end, and recesses *f f*, projections *j j*, and the retaining-spring S, in combination with a draw-head, A, having a beveled rib, *r*, and recesses *h h*, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand.

JOHN W. YOUNG.

Witnesses:

W. H. MITCHELL,
GEO. W. ROBINSON.