

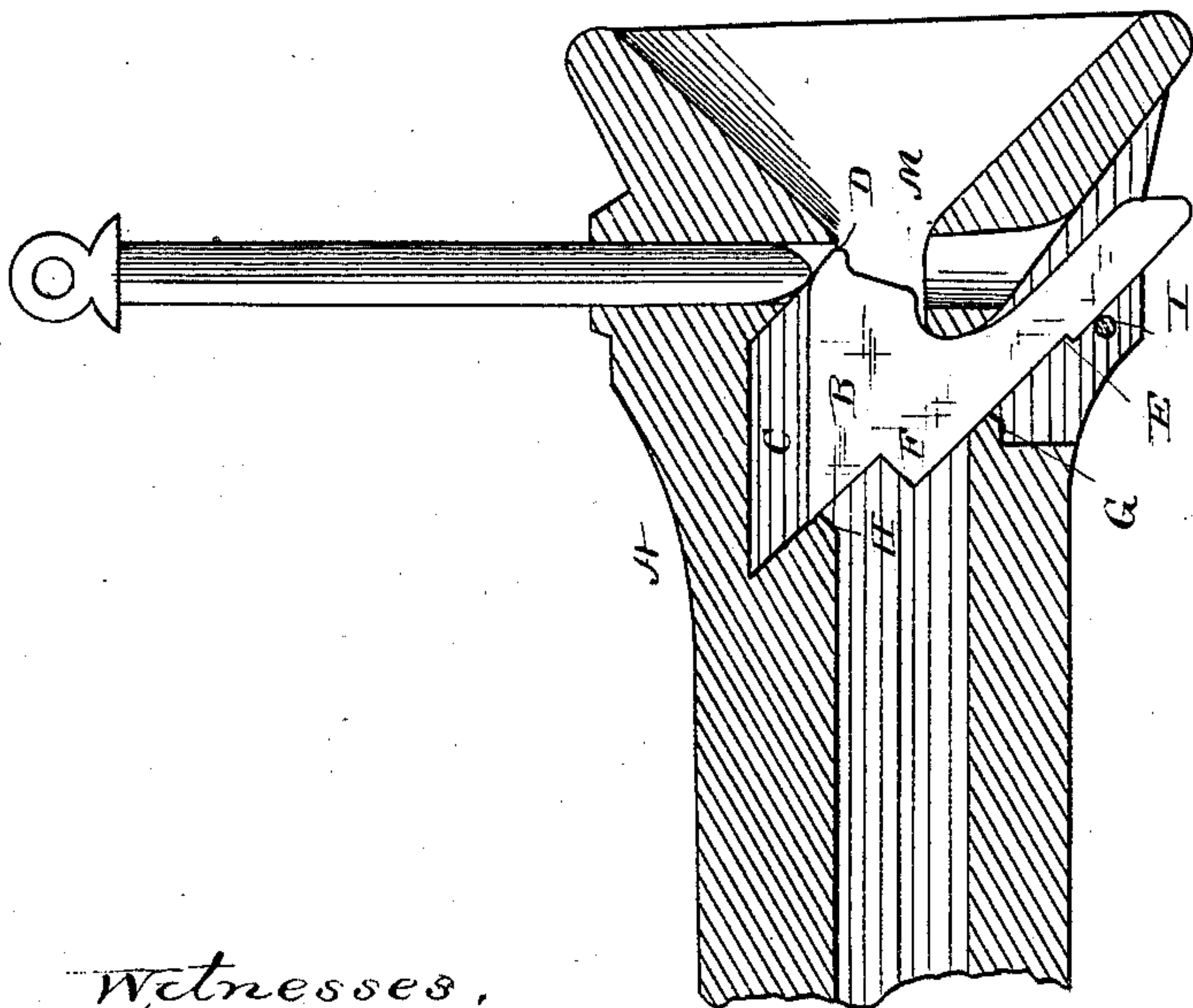
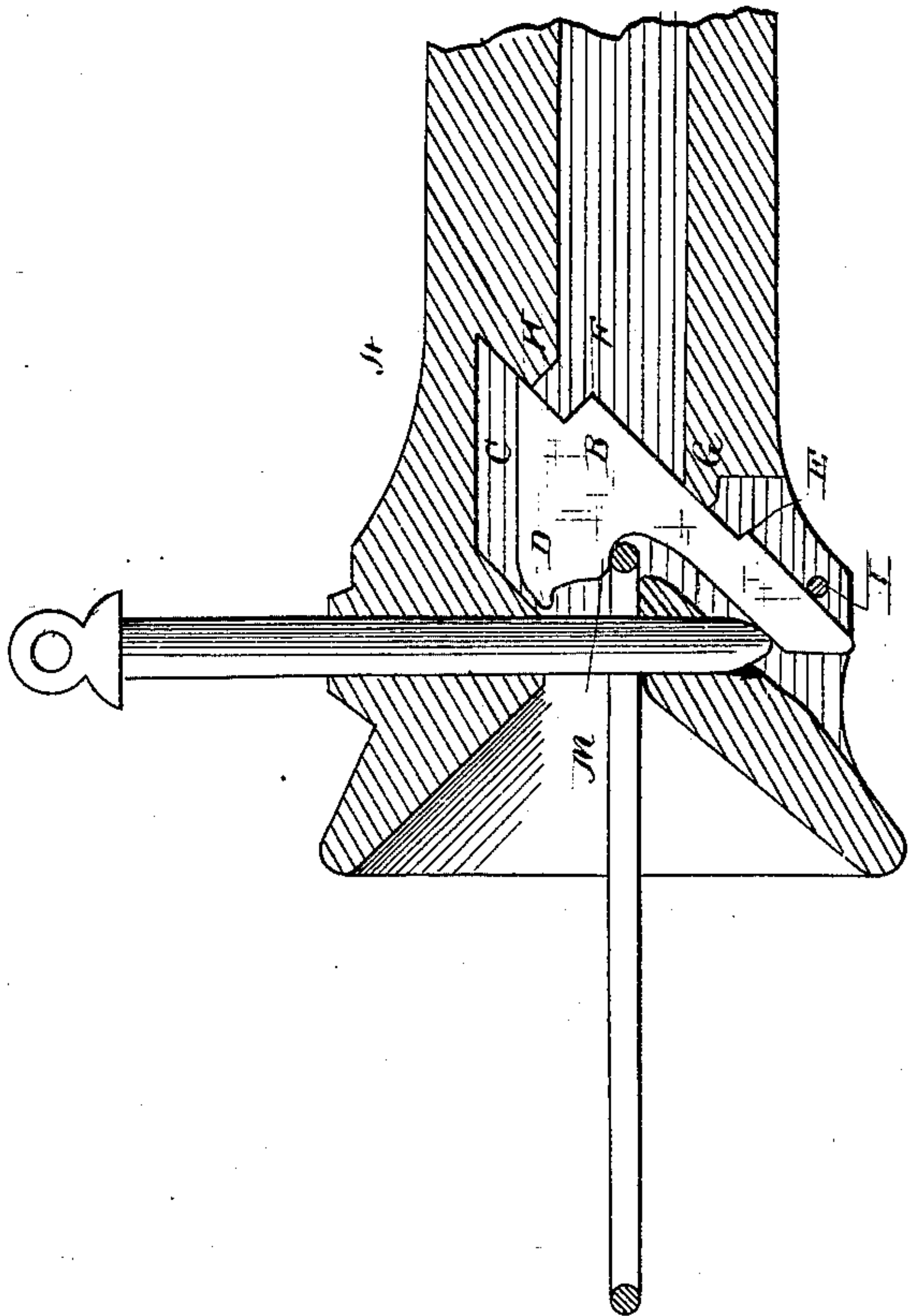
(No Model.)

R. M. BROOKS.

CAR COUPLING.

No. 257,148.

Patented May 2, 1882.



Witnesses,
Edmund L. Yerree.
H. Aubrey Toulmin.

Inventor.
R. M. Brooks.
By C. M. Alexander.
Attorney.

UNITED STATES PATENT OFFICE.

RHODOM M. BROOKS, OF JENKINSVILLE, GEORGIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 257,148, dated May 2, 1882.

Application filed March 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, RHODOM M. BROOKS, of Jenkinsville, in the county of Pike, and in the State of Georgia, have invented certain new and useful Improvements in Car-Couplings; and I 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.

This invention has for its objects to provide an improved car-coupler which will hold the link and the coupling-pin in position for coupling, and which will be automatically operated to drop the pin through the link as the cars come together, as more fully hereinafter specified. These objects I attain by the mechanism and devices illustrated in the accompanying drawing, which represents a sectional view of my improved coupler, showing the pin in position to be dropped through the link, and also showing the pin dropped through the link, so as to hold the same.

The letter A indicates the draw-heads of the coupler, which are constructed in the ordinary or any approved manner, with flaring openings for the reception of the link. Back of these openings are located the pawls or dogs B, which are adapted to slide obliquely in suitable recesses, C, in the draw-head, so that they may be automatically operated or forced back by the link upon entering the draw-head. The upper forward portions of the dogs are provided with shoulders D, so as to hold the pin in an elevated position and prevent the entering link from passing above the pawl when passing in in an upward direction. The rear of the pawls or dogs is provided with shoulders E and F, which are adapted to abut against bearings G and H when they are driven back by the link, so as to receive the strain and prevent injury to the draw-heads when the cars come forcibly together.

The letter I indicates a pin extending transversely through the draw-heads below the lower ends of the pawls or dogs, serving as a guide upon which said pawls or dogs may slide, and also to secure the same in the draw-heads.

The forward edges of the dogs or pawls are provided with recesses M, to hold the link in

an elevated position, in order that it will properly enter the opposite draw-head.

The operation of my invention will be readily understood in connection with the above description, and is as follows: The coupling-pin of one draw-head is elevated and held as indicated in the figure at the left of the drawing, and the link is arranged in the opposite draw-head, as indicated in the figure at the right of the drawing. When the cars come together the link, secured in the draw-head, as above mentioned, enters the opposite draw-head, forcing back the dog or pawl, so as to drop the pin automatically through the link.

It will be perceived that the link operates with absolute certainty, no matter from what direction it enters the draw-head, whether on a level or from above or below, in case the cars are of unequal height. The pin, when dropped, (in case the pawl is not thrown clear back,) falls with its lower point resting upon the lower end of the pawl, so as to permit the link to play freely in the draw-head, the pin subsequently dropping clear through the coupling-pin aperture when the cars meet. It will be seen that when the pin drops entirely the pawl or dog will be elevated, leaving room for the link to be moved freely in all directions without being held or confined by the recess in the edge of the dog or pawl, permitting the cars to move properly with respect to each other. The lower end of the pin, when elevated, rests upon the inclined upper edge of the dog or pawl, which, moving backward at an angle or obliquely to the end of the pin, insures its dropping and renders it impossible to drive the pin out of the aperture when the pawl or dog is forcibly struck by the link.

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

1. In a car-coupler, the combination, with the draw-head A, provided with an oblique recess, C, the sliding dog or pawl B, having a shoulder, D, and recess M, and provided with abutments E F, adapted to strike against the abutments G H of the draw-head, whereby the force of the shock of the car will be broken when the dog is thrown back, substantially as and for the purposes specified.

2. In combination with the draw-head having an oblique recess, the sliding dog adapted to move in said recess, and provided with a recess at its lower end adapted to hold the pin
5 in a partially-elevated position during the operation of coupling, substantially as and for the purpose specified.

3. In combination with the draw-head having an oblique recess, the sliding pawl or dog,
10 and the pin L, which serves as a guide for the

pawl or dog and to secure it in the draw-head, substantially as specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 6th day of March, 1882.

R. M. BROOKS.

Witnesses:

J. J. MCCARTHY,
EDWIN L. YEWELL.