

(No Model.)

W. K. BERRY.

CAR COUPLING.

No. 286,578.

Patented Oct. 16, 1883.

Fig. 1

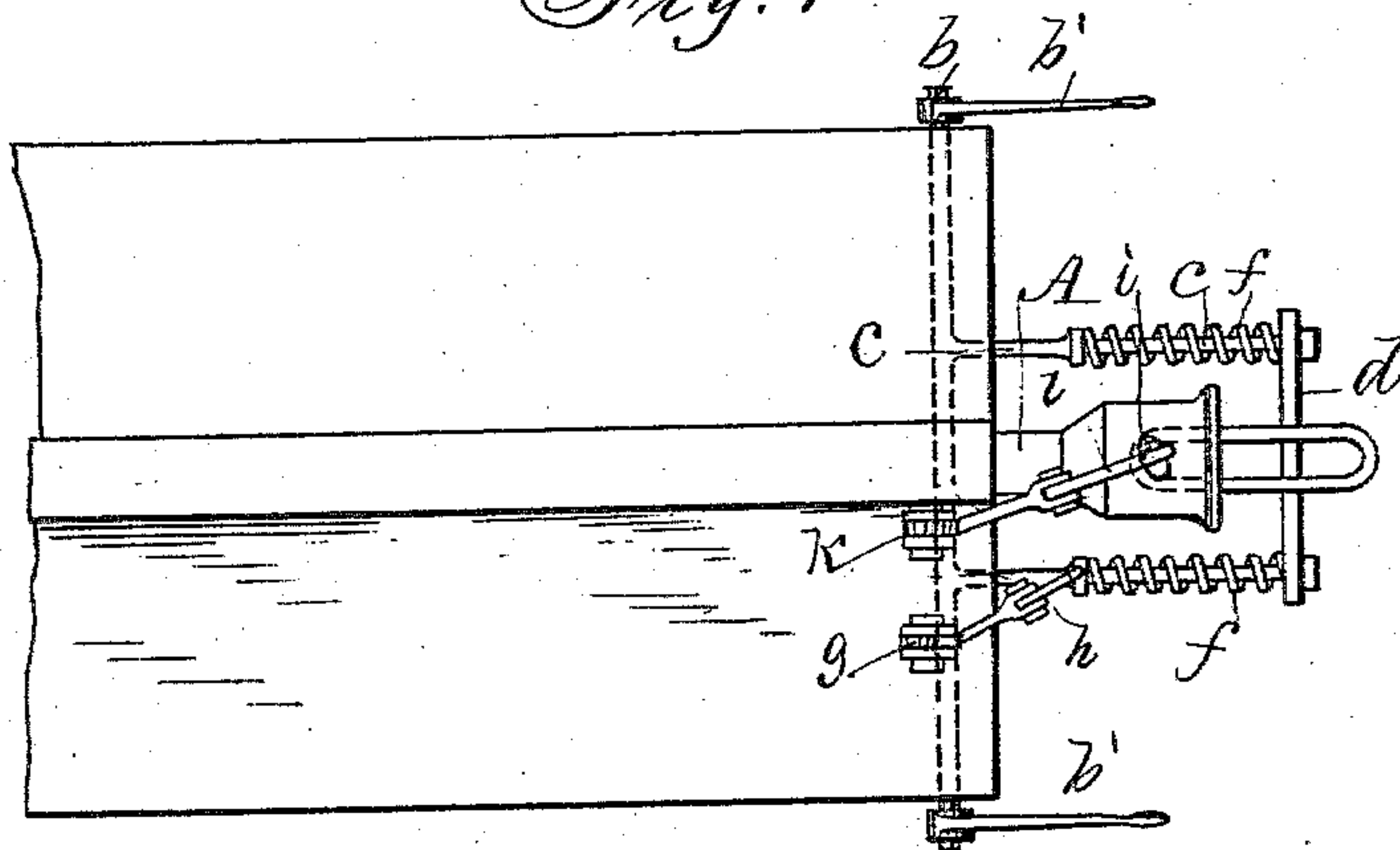
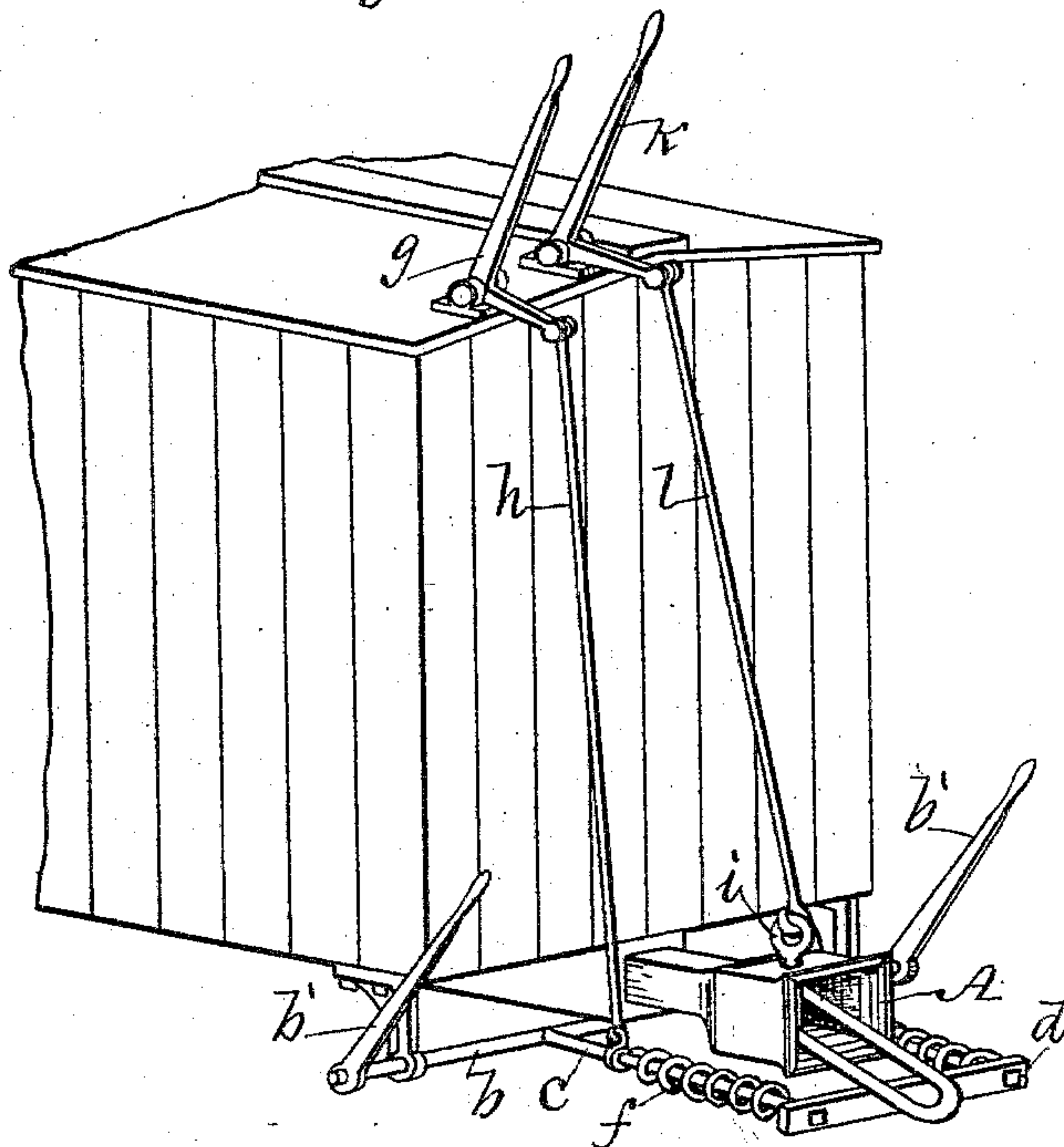


Fig. 2



Witnesses:

H. A. Stoltenberg.
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UNITED STATES PATENT OFFICE.

WALTER K. BERRY, OF SWEDE POINT, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 286,572, dated October 16, 1883.

Application filed March 6, 1883. (No model.)

To all whom it may concern:

Be it known that I, WALTER K. BERRY, of Swede Point, in the county of Boone and State of Iowa, have invented an Improved Car-Coupling, of which the following is a specification.

The object of my invention is to avoid the dangers, accidents, and damages incident to the use of car-couplings that require persons to manipulate coupling-links and pins by hand, and frequently cause the maiming and killing of brakemen and other railway employes that are required to couple and uncouple cars.

It consists in forming and combining a link governing device with a draw-head in such a manner that it will extend in front of the draw-head, and be readily adjusted and operated from the top or side of a car, to engage the free end of the link to raise and lower it relative to a corresponding draw-head into which it is to be directed, and also in such a manner that it will be compressed when it comes in collision with a draw-head, and again resume its normal condition when relieved from pressure, as hereinafter fully set forth.

Figure 1 of my accompanying drawings is a top view of my link-governing device applied to a car. Fig. 2 is a perspective view, showing the link-governing device, and also the pin-operating mechanism combined with a car. Together these figures clearly illustrate the construction, application, and operation of my complete invention.

A represents a draw-head, of common form, fixed to the front end of a freight-car in a common way.

b is a rock-shaft mounted in bearings attached to the sides and bottom of the car in such positions relative to the draw-head that the shaft will extend horizontally across the under side of the draw-head and car.

b' are crank-handles on the ends of the rock-shaft.

c c are arms fixed to the shaft at such points relative to the draw-head that they will extend forward in parallel position on opposite sides of the draw-head.

d is a cross-bar that has perforated ends through which the arms c are passed to connect the free ends of the arms and form a frame adapted to inclose the draw-head and

swing up and down, as required, to engage and govern a link projecting from the mouth of the draw-head.

f f are coil-springs placed on the arms c in such a manner that they will, in their normal condition, press the cross-bar d outward and retain it on the end of the arms, and also in such a manner that when the draw-head of another car strikes the cross-bar they will allow the cross-bar to recede and move out of the way.

g is a hand-lever mounted at the top of the car, and flexibly connected with the link-governing device b c d by means of a rod, h, in such a manner that the device can be operated from the top of the car, whenever desired.

i is a coupling pin.

k is a hand-lever mounted at the top of the car, and flexibly connected with the pin i by means of a rod, l, in such a manner that the pin can be readily lifted and suspended, as required in uncoupling, and dropped into the draw-head and link to couple, whenever desired.

From the detailed description and function of each part, the unitary actions of all the parts and the practical operations and advantages of the complete coupling will be readily understood by any one who has any practical knowledge of railways and car-couplings.

I claim as my invention—

1. The link-governing device for car-couplings, composed of the rock-shaft b, having crank-arms b', and parallel levers or arms c, the adjustable cross-bar d, the springs f, the lever g, and connecting-rod h, substantially as shown and described, to operate in the manner set forth, for the purposes specified.

2. The improved car-coupling, composed of the link-governing device b b' c c d f f and its operating mechanism g h, the pin i, and pin-operating device k l, substantially as shown and described, for the purposes stated.

WALTER K. BERRY.

Witnesses:

WM. SHACKELFORD,

his
CALEB X TAVONSON.
mark.