

(No Model.)

J. BROWN.
CAR COUPLING.

No. 287,415.

Patented Oct. 30, 1883.

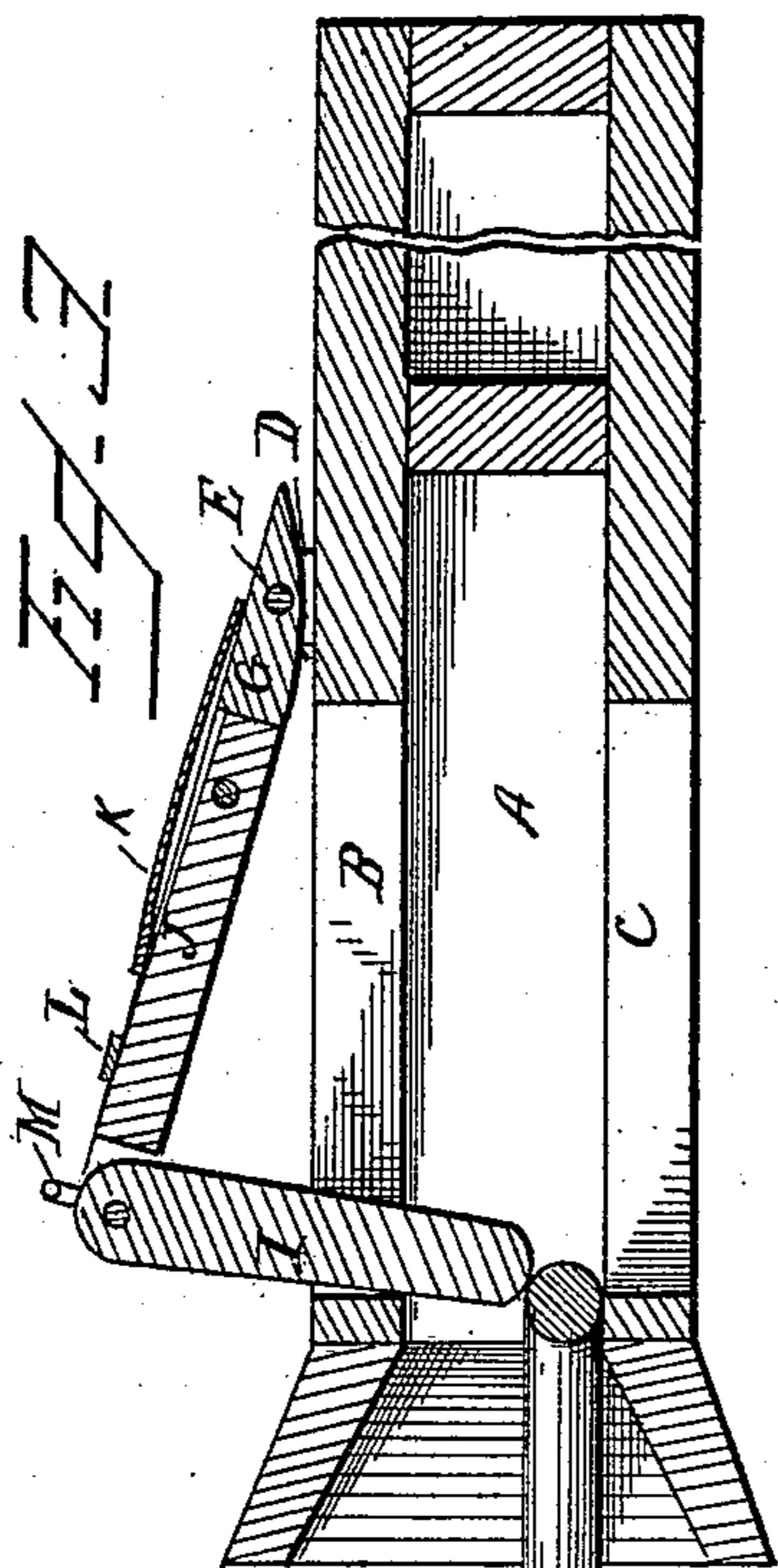


Fig. 1.

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

WITNESSES

F. L. Curran

J. R. Little

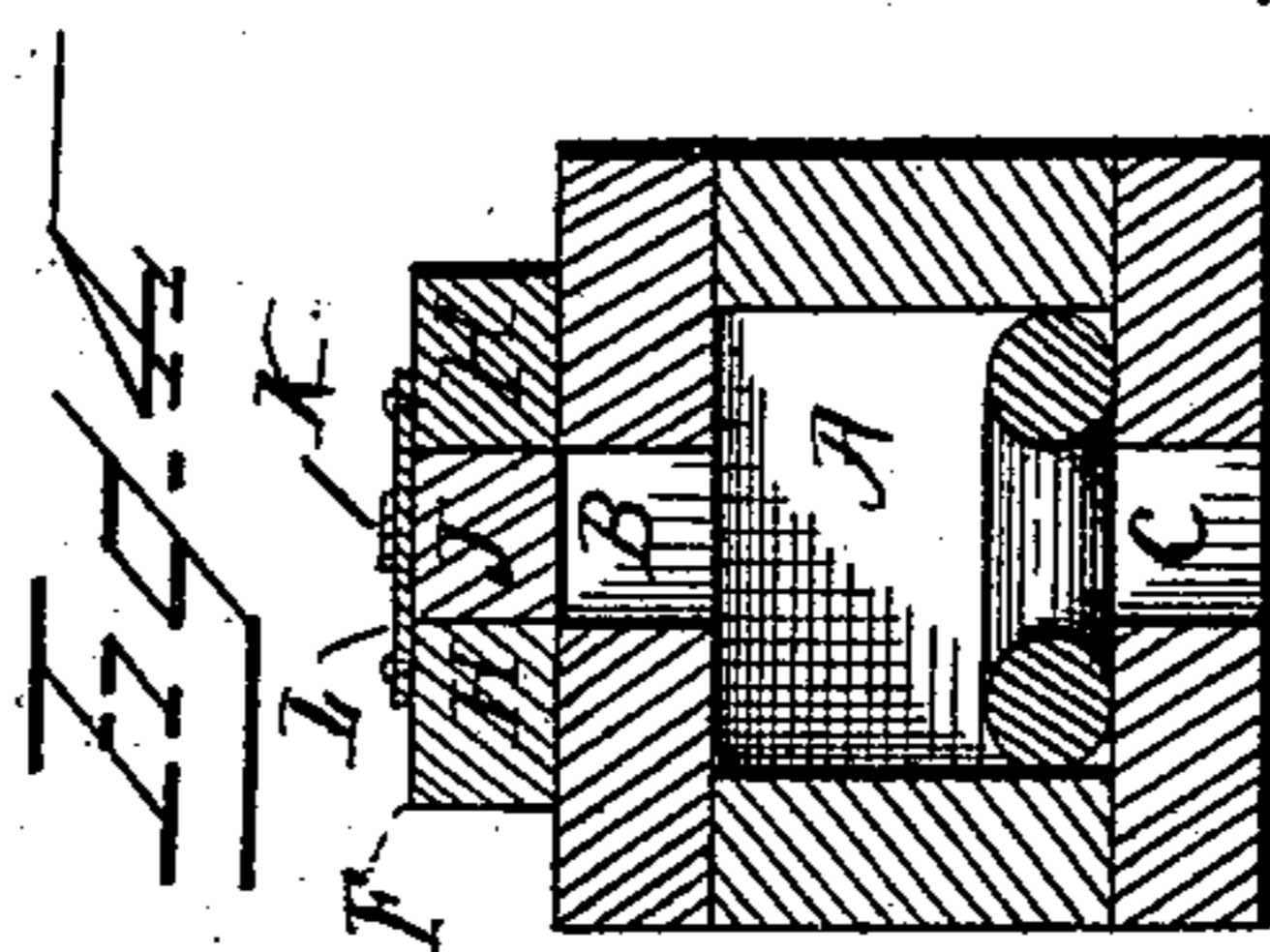
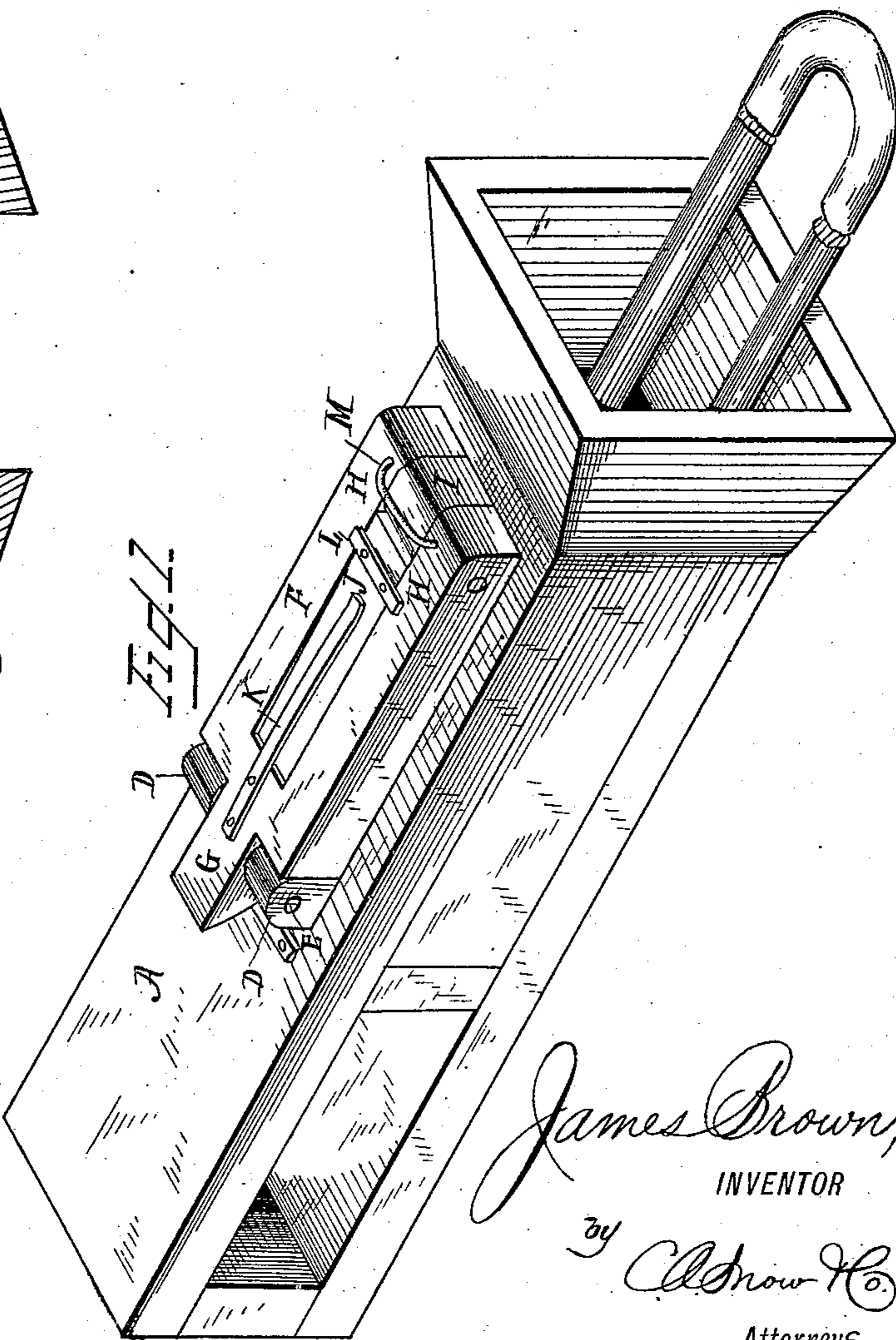


Fig. 2.



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UNITED STATES PATENT OFFICE.

JAMES BROWN, OF PAINE'S HOLLOW, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 287,415, dated October 30, 1883.

Application filed July 17, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES BROWN, a citizen of the United States, residing at Paine's Hollow, in the county of Herkimer and State of New York, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to car-couplings; and it has for its object to produce an automatic or self-acting car-coupling which shall possess superior advantages in point of simplicity, durability, ease and certainty of action, and general efficiency.

To this end it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, Figure 1 is a perspective view. Fig. 2 is a longitudinal vertical sectional view. Fig. 3 is a longitudinal vertical sectional view, showing the device in position for uncoupling; and Fig. 4 is a transverse vertical sectional view.

The same letters refer to the same parts in all the figures.

A in the drawings designates the draw-head, which is of ordinary construction, and provided in its top and bottom with longitudinal slots B C.

Upon the upper side of the draw-head, not far from the rear end of the slot B, are formed a pair of lugs, D D, to receive a transverse pin, E, upon which is hinged a frame, F, by means of an arm, G, extending rearward from the said frame between the lugs D D. The frame F is forked, as shown, and between the front ends of its arms H H is hinged the coupling-pin I, which extends down through the slot B and reaches into the slot C in the bottom of the draw-head.

Between the rear ends of the arms H H of frame F is hinged a latch, J, which is forced in a downward direction by means of a flat spring, K, secured upon the upper side of the rearwardly-projecting arm, G, of frame A. A cross-piece, L, is secured upon the front end of the latch J, to limit its downward movement, by resting on top of the arms H H, as shown. The latch J serves to bear against the rear side of the coupling-pin, forcing the latter in a forward direction.

The front ends of the arms H H are con-

nected by a bail, M, to which a chain, lever, or other means may be attached for the purpose of raising the frame F in the act of uncoupling. The rear arm, G, of the said frame is beveled upon the under side in order to permit the said frame to be raised, and at the same time limit its upward movement, so as to prevent the coupling-pin from slipping out of the slot B.

The operation of this invention will be readily understood from the foregoing description taken in connection with the drawings hereto annexed. When the link enters the draw-head, it will push the coupling-pin in a rearward direction until it passes the said pin, which is then, by the action of the spring-latch, again forced in a forward direction. To uncouple, it is only necessary to raise the frame to the position shown in Fig. 3, thus lifting the coupling-pin out of the draw-head and permitting the link to leave the latter.

I claim as my invention and desire to secure by Letters Patent of the United States—

1. In a car-coupling, the combination of a draw-head having longitudinal slots in its top and bottom, lugs formed upon the upper side of the draw-head in rear of the slot, a forked frame hinged between the said lugs, a coupling-pin hinged between the front ends of the arms of said frame, and a spring-latch hinged between the rear ends of said arms and bearing against the coupling-pin, substantially as set forth.

2. The combination of the draw-head having longitudinal slots in its top and bottom, the frame hinged on top of said draw-head, the coupling-pin hinged in the front part of the said frame, the latch hinged in the rear part of said frame and bearing against the rear side of the coupling-pin, a spring secured upon the rearwardly-extending hinge-arm of said frame and acting upon the latch, and a cross-piece secured upon the front end of the latter to limit its downward movement, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES BROWN.

Witnesses:

H. P. WITHERSTINE,
C. C. WITHERSTINE.