

UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 345,108, dated July 6, 1886.

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To all whom it may concern:

Be it known that I, CALEB J. BRINTON, Jr., a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Car-Couplings, of which the following is a specification.

My invention consists of certain improvements in the construction of car-couplings, designed with the view of facilitating the manipulation of the coupling-pin and the coupling-link without requiring the brakemen to get into dangerous positions between the cars:

In the accompanying drawings, Figures 1, 2, and 3 are longitudinal sections of a car-coupling embodying my improvements. Fig. 4 is a transverse section on the line 1 2, Fig. 3; and Fig. 5 is a sectional plan view.

A is the draw-head, B the coupling-pin, and C the coupling-link. The coupling-pin B, which passes through slotted openings *a a'* in the top and bottom of the draw-head, is pivoted at its upper end to a transverse bar, D, having its opposite ends adapted to vertical guides *d* on the top of the draw-head. To the same bar, D, is secured or pivoted a yoke or lever, E, carrying a counter-weight, E', somewhat heavier than the coupling-pin B. On the inside of each of the pair of guides *d* is a projection or pin, *e*, of such a character that when the counter-weight is thrown over from the position shown in Figs. 1 and 3 to that shown in Fig. 2 the arms or yoke of the lever will come into contact with the projections or pins *e*, which then act as pivoting-points or fulera for the arms of the yoke, whereby the counter-weight E' will raise the coupling-pin to the position shown in Fig. 2 and allow the coupling-link to be withdrawn to uncouple the cars. In recoupling, when the counter-weight has been thrown back to the position shown in Figs. 1, 3, and 4, to return the coupling-pin, the entering link will strike the pin,

which can swing on the bar D, as shown in Fig. 1, until the end of the link passes the pin, when the latter will return to the vertical position, Fig. 3.

When a coupling-link gets pushed back into the draw-head, it is usually necessary for the brakeman to put his hand into the mouth of the draw-head to pull out the link. To avoid this I provide in the bottom of the draw-head a yoke, F, which is pivoted to lugs *f* on the under side and passes through slots *f'* in the bottom of the draw-head and rests in a recess in the latter, as illustrated in Figs. 1, 2, and 5. The axis *g* of this yoke is extended outward at one side of the draw-head, and is provided with a handle, G, whereby the yoke F may be thrown up from the bottom of the draw-head, so that a link therein will be tilted up at such an angle that, as illustrated in Fig. 3, it will slide outward until caught by the coupling-pin.

I claim as my invention—

1. The combination of the draw-head, link, and coupling-pin with a bar carrying the pin, a counterweighted yoke or lever for the coupling-pin, and fulcrum-pins or projections for the yoke or lever, substantially as set forth.

2. The combination of the draw-head, coupling-pin, and link with a bar carrying the coupling-pin, guides *d*, and counter-weight for raising the coupling-pin.

3. The combination of the draw-head and coupling-link with the yoke F, pivoted to the bottom of the draw-head, and having a manipulating-handle, as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CALEB J. BRINTON, JR.

Witnesses:

WILLIAM D. CONNER,
HARRY SMITH.