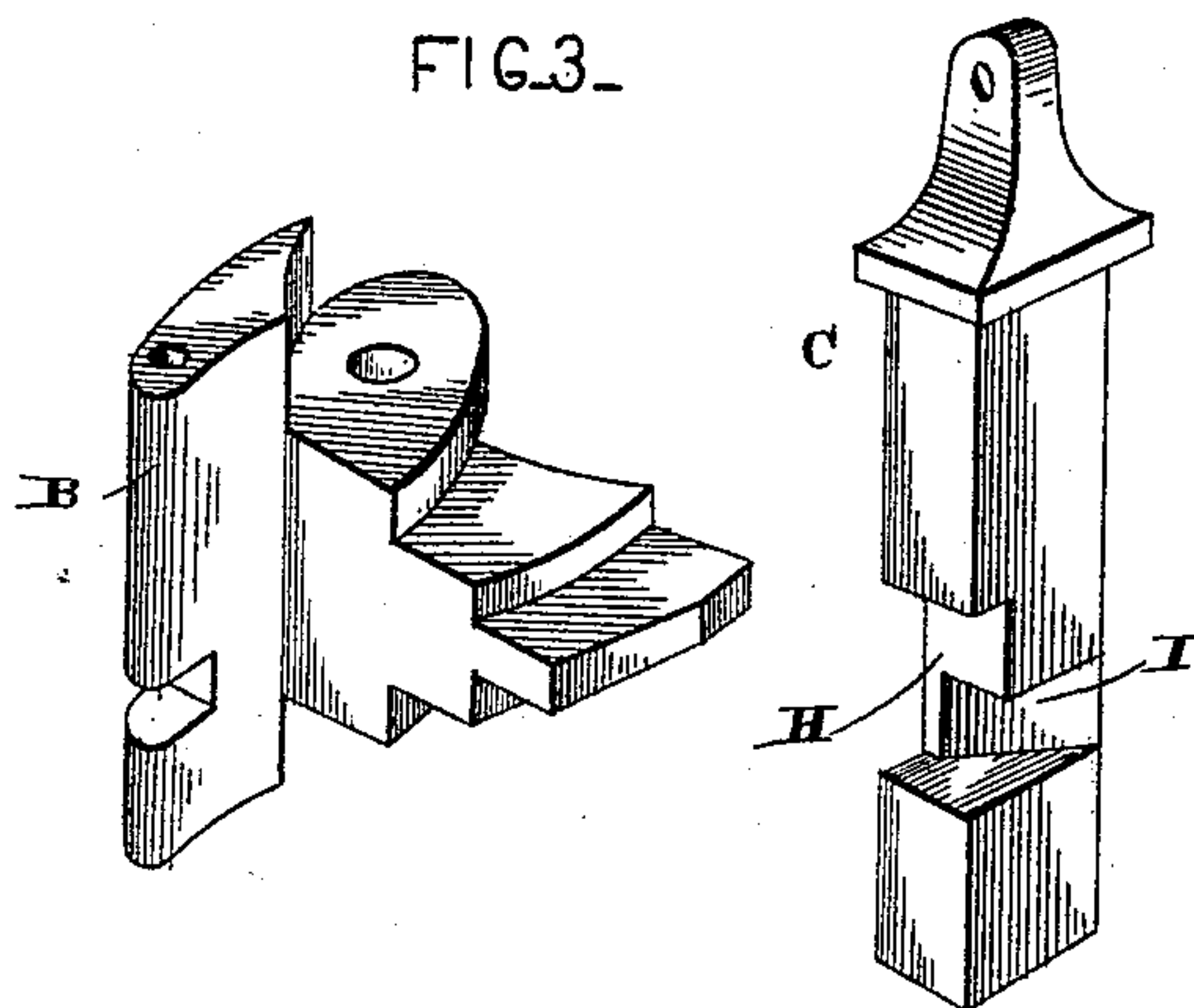
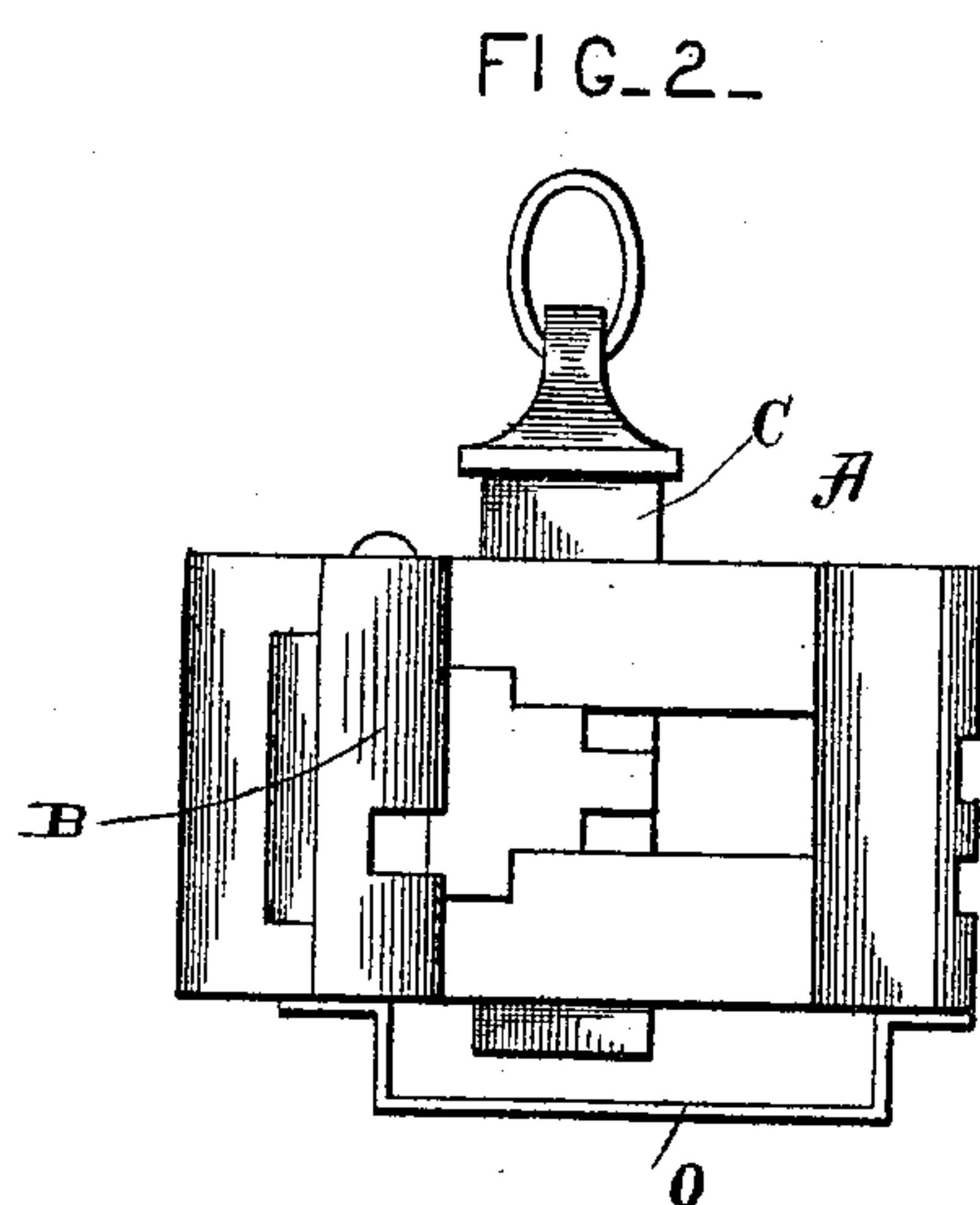
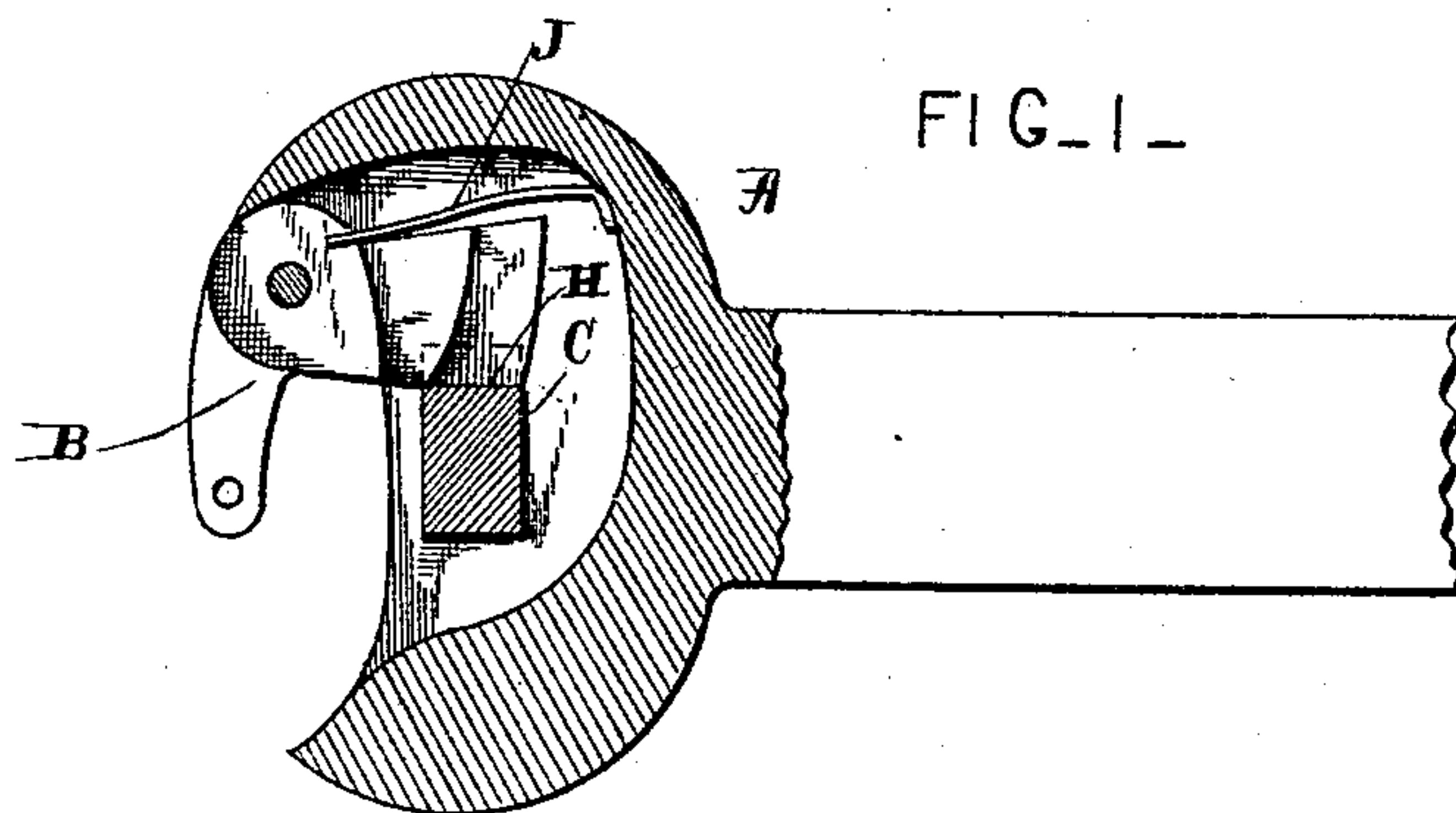


(No Model.)

I. N. BROWN.
CAR COUPLING.

No. 459,626.

Patented Sept. 15, 1891.



WITNESSES_

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UNITED STATES PATENT OFFICE.

ISHAM NOBLE BROWN, OF VILLA RICA, GEORGIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 459,626, dated September 15, 1891.

Application filed May 16, 1891. Serial No. 393,023. (No model.)

To all whom it may concern:

Be it known that I, ISHAM NOBLE BROWN, of Villa Rica, in the county of Carroll and State of Georgia, have invented certain new and useful Improvements in Automatic Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in automatic car-couplings; and it consists in the combination and arrangement of parts which will be fully described hereinafter, and more particularly referred to in the claim.

The object of my invention is to provide an automatic coupling in which the lip is thrown open by means of a spring as soon as the pin is raised and to provide each draw-head with a supporting rod or bar, which extends across its under side so as to support the draw-head of the adjoining car in case it becomes loose, and thus prevent it from falling upon the track.

Figure 1 is a horizontal section taken through a coupling which embodies my invention. Fig. 2 is a front elevation of the same. Fig. 3 is a detached view of the coupling-lip and the pin alone.

A represents the draw-head, which has a suitable recess formed in its front end to receive the lip B and an opening through its top to receive the vertically-moving pin C, which catches in front of the rear end of the lip and holds it in a closed position. This pin C has a vertical recess H formed in one side, and extending diagonally across the pin from the bottom of this recess H is an opening or recess I, through which the rear end of the lip B passes when the lip is either opened or closed. The rear end of the lip is reduced in size, as shown, and when the lip is closed and the pin has dropped the rear end of the lip B bears against the side of the pin in the recess H, and as soon as the pin is raised the spring J in the draw-head back of the lip throws it open, so as to allow the cars to uncouple or to be held in position ready to couple when they run together. When the

pin is raised, the spring throws the lip open, and the rear end of the lip, by remaining in the recess I, prevents the pin C from dropping, and thus the lip is held in position ready to couple at any moment. After the lip has been forced backward the pin drops from its own gravity, so that the rear end of the lip is made to strike against the side of the pin in the recess H.

Sometimes while the train is in motion the draw-head of one car pulls loose from its car and drops upon the track, thus causing wrecks or a great deal of damage. In order to form a support for each draw-head, there is secured to the under side of each one a cross rod or bar O, which extends downward any suitable distance below the bottom of the draw-head so as to allow for the variation in their heights, and this cross bar or rod extends across under each draw-head sufficiently near its front end to form a support for the adjoining draw-head in case it should break loose from its fastenings upon its car and have a tendency to drop upon the track. As long as the draw-head is supported in a horizontal position this cross rod or bar O is not brought into play; but in case the cars are coupled and the outer end of any one draw-head drops it will be caught by the rod or bar O and is prevented from falling between the rails and causing damage to the cars or a wreck. This rod or bar will be made of any suitable material and have its ends turned in any desired direction, and then have the draw-head A cast around them, so as to form practically one.

Having thus described my invention, I claim—

In a car-coupling, a draw-head having a recess, a pivoted jaw having a reduced inner end, spring J, secured at one end to the jaw and its free end adapted to bear against the wall of the recess in the draw-head, and the recessed pin, the parts being combined to operate substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

ISHAM NOBLE BROWN.

Witnesses:

B. F. FLOYD,
R. G. MCCURDY.