

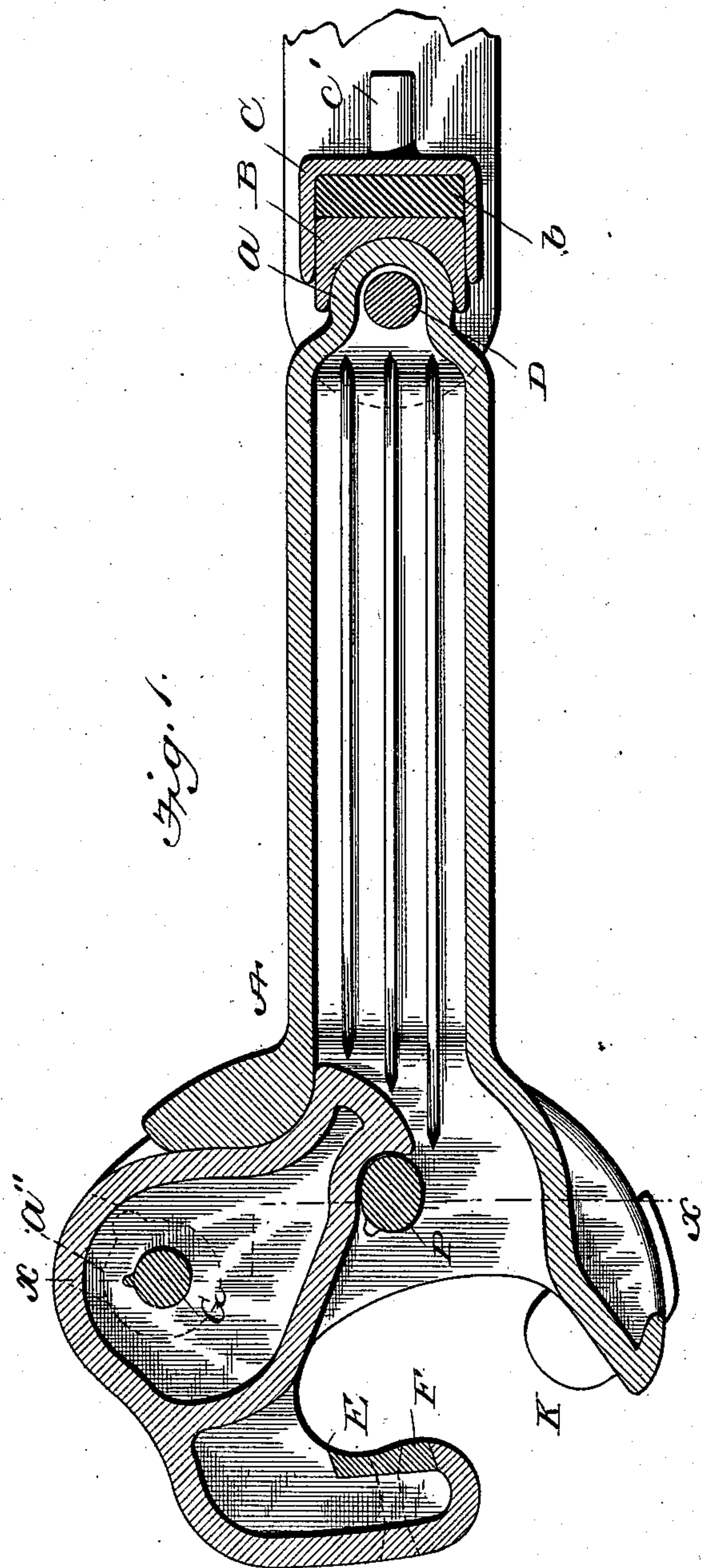
(No Model.)

2 Sheets—Sheet 1.

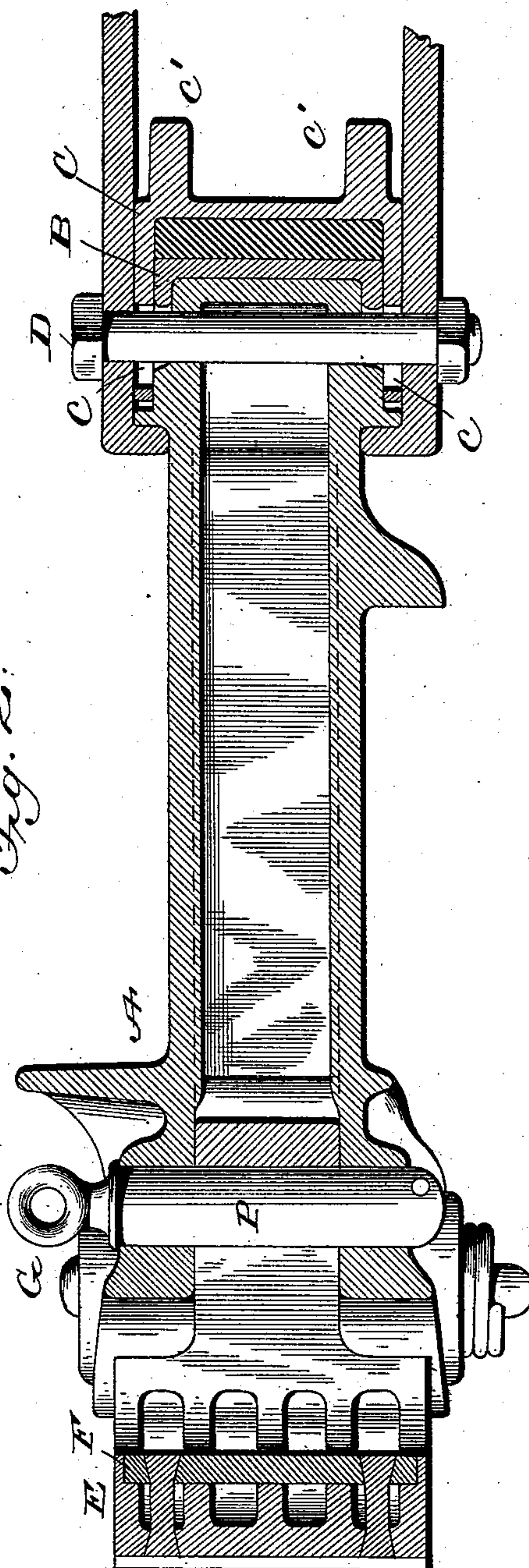
P. BROWN.
CAR COUPLING.

No. 533,985.

Patented Feb. 12, 1895.



Witnesses
John Sammie
Thos. E. Robertson.



Inventor

Perry Brown

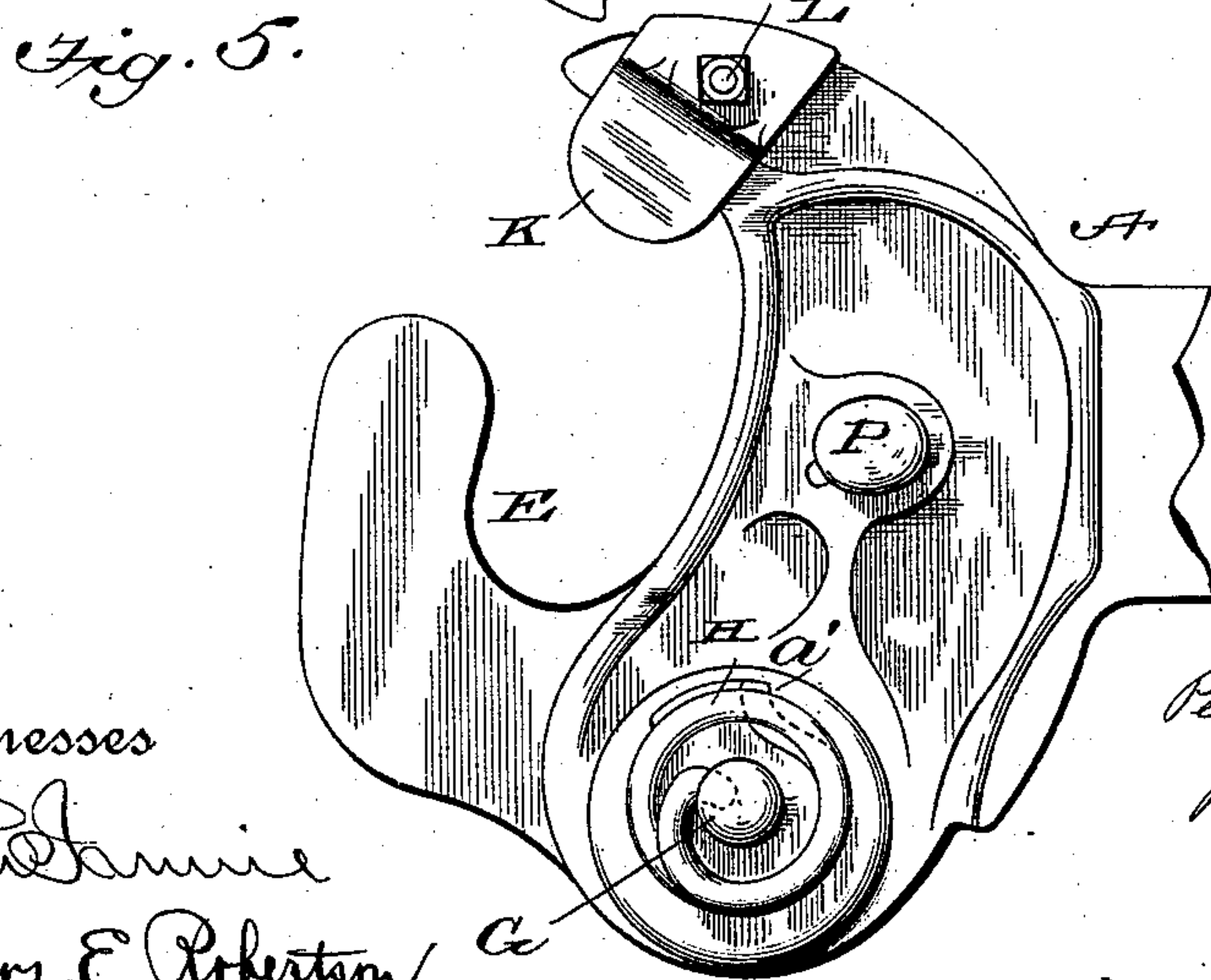
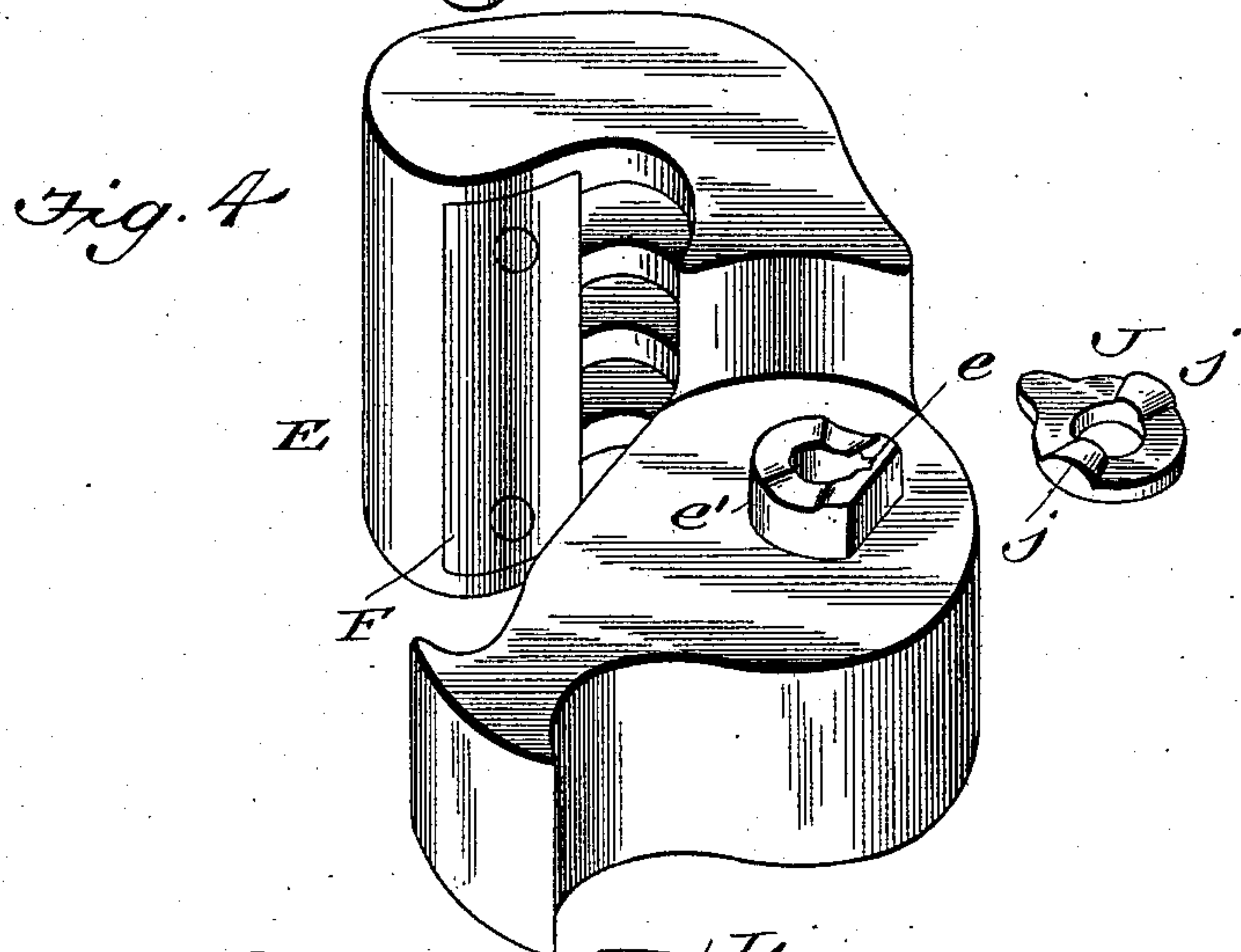
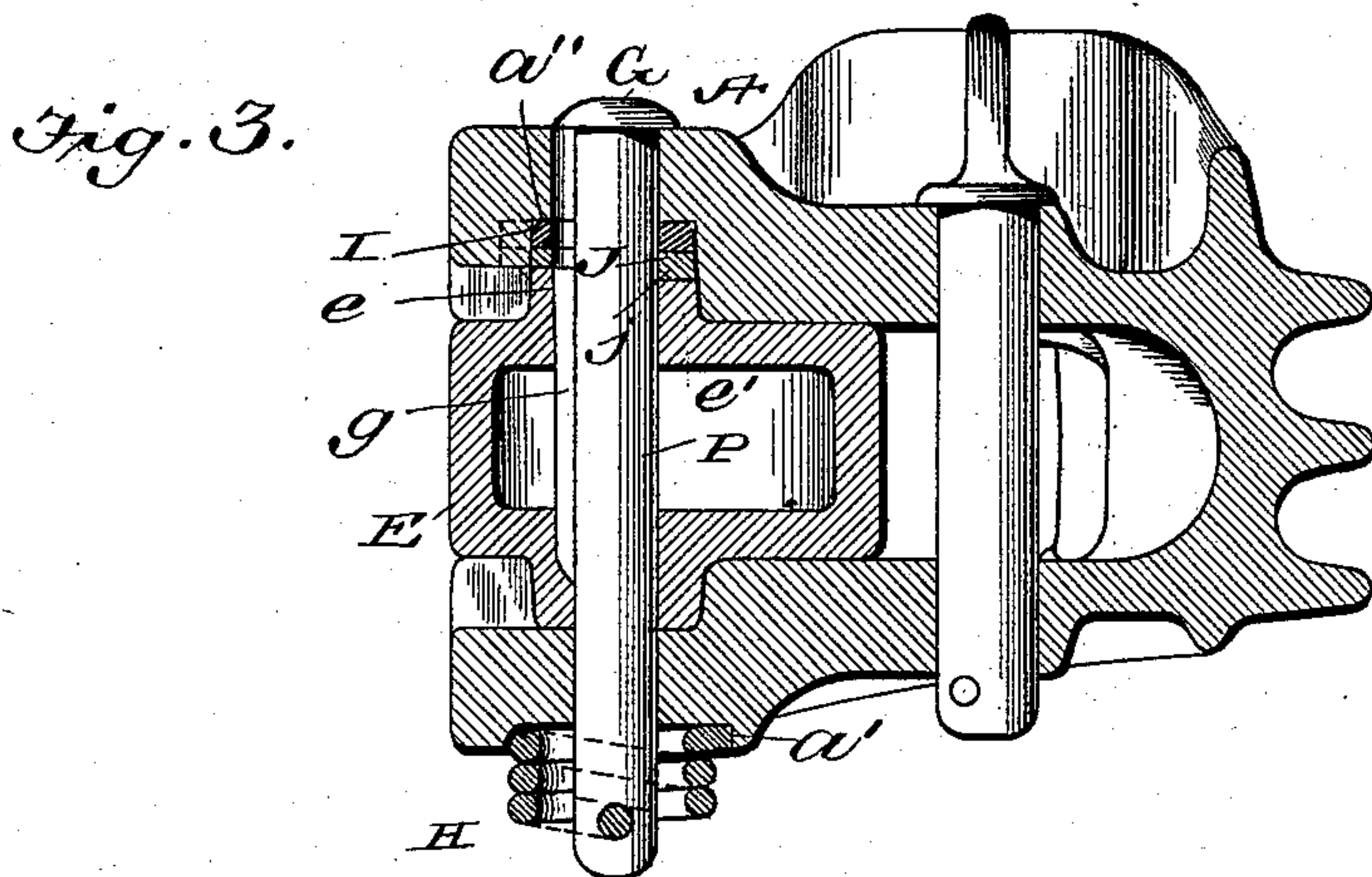
By T. J. W. Robertson

Attorney

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UNITED STATES PATENT OFFICE.

PERRY BROWN, OF WILMINGTON, DELAWARE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 533,985, dated February 12, 1895.

Application filed April 14, 1894. Serial No. 507,573. (No model.)

To all whom it may concern:

Be it known that I, PERRY BROWN, a citizen of the United States, residing at Wilmington, in the county of New Castle and State of Delaware, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings:

10 This invention belongs more particularly to that class of couplings known as twin jaw couplings, and is designed to make such couplings more convenient in use and more durable.

15 To these ends the invention consists in the peculiar construction, arrangement and combinations of parts hereinafter more particularly described and then definitely claimed.

20 In the accompanying drawings—Figure 1 represents a horizontal, longitudinal section of my coupling. Fig. 2 is a vertical, longitudinal section of the same. Fig. 3 is a vertical, transverse section through the line xx , Fig. 1. Fig. 4 is a perspective view of the 25 movable jaw and a cam-washer detached. Fig. 5 is a reversed plan of part of the draw-head.

Referring now to the details of the drawings by letters, A is the body of the coupling, 30 having its rear end a rounded and perforated to fit into a socket piece B, which sets into a pivotal block C, having slots c in its upper and lower ends to receive a bolt D, by which the coupling, socket piece and pivotal block 35 are all secured together.

Between the socket piece B and block C is a piece of thick sheet rubber b intended to receive and absorb the shock given when the coupling is driven to the rear.

40 At the rear of the pivotal block C are shown two lugs c' by which said block may be connected with any convenient part of the draft mechanism. In my application, Serial No. 502,572, for a patent on draft mechanism, 45 filed of even date herewith, I show a mode of connecting the parts of my coupling to a draft mechanism, but as no claim is here made for such connection, further description thereof is unnecessary in this specification. 50

The movable jaw E has the locking arm

thereof so formed as to partially embrace the locking pin P at the rear thereof whereby the hold is much more secure and the end of the arm is not so likely to wear away as 55 where it bears only on the side of the pin.

The wearing face of the jaw is provided with a wearing plate F, the outer edge of which is so shaped as to cut under the edge of the jaw as shown in Fig. 1, whereby said 60 plate is more securely held in place than when arranged as ordinarily made.

The jaw is attached to the draw-head by a pin G having on one side a spline g which runs in a groove e in the side of the hole in 65 the jaw, so that as said jaw turns, it causes the pin G to turn with it. The lower end of this pin G carries a spring H, one end of which is passed into a hole in the pin and the other end engages with a lug a' . (See 70 Fig. 5.)

The upper ear of the knuckle joint is cored out to form a recess a'' to receive a rubber or other spring I and a cam washer J having cams j that drop into notches formed 75 in the top of the hub e' of the movable jaw E. By this arrangement and construction the movable jaw is allowed to swing easily while the cams j are in the notches in the top of the hub e' and these notches are so 80 proportioned as to allow the jaw to swing freely outward to the coupling position, but after reaching that spot cams j begin to rise upon the raised part of the hub e' , and this causes friction by reason of the pressure of 85 the spring I, and it requires considerable force to move the jaw when the cams are on the high parts of the hub, so there is no possibility of the movable jaw swinging too far back accidentally. As the spring H is so ar- 90 ranged as to carry the jaw outward to the extremity of its free motion (which is the coupling position) the jaw is always ready for coupling with a similar coupling, when the locking pin P has been raised as shown 95 in Fig. 3, and yet can be used for coupling with a link when desired, by the exertion of a little more force to push the movable jaw out of the way.

Attached to the guard arm of the draw- 100 head is shown a guard K which passes transversely along under the draw-head and will

serve to prevent the dropping of another coupling on the track in case of the breakage of said other coupling. I prefer to attach the same by passing one end through
5 one or more of the ribs of the guard arm and then secure the same by a nut L.

I extend backward the rear of the locking arm as shown in Fig. 1, so as to make a broad surface for the pin to rest on, when the movable jaw is in the coupling position.
10

From the above description it will be seen that I have provided a twin jaw coupling that being very simple is cheaply made, is durable and strong, and at the same time is
15 very convenient in use.

What I claim as new is—

1. The combination with a draw-head having a round, perforated end, of the socket piece B, pivotal block C having slots *c*, bolt

D and rubber cushion *b*, substantially as described. 20

2. The combination in a coupling, of a movable jaw, a pin G fitted to turn with said movable jaw, and a spring H acting to turn said pin and movable jaw, with a cam washer 25 J co-acting with notches on the hub of the jaw and a spring I, substantially as described.

3. The combination with the movable jaw E, having a notched hub, of the cam-washer 30 J and spring I, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 5th day of April, 1894.

PERRY BROWN.

Witnesses:

THOS. E. ROBERTSON,
W. H. BARNES.