(Model.)

S. BROWN.

CAR COUPLING.

No. 263,849. Patented Sept. 5, 1882.

Fig 1

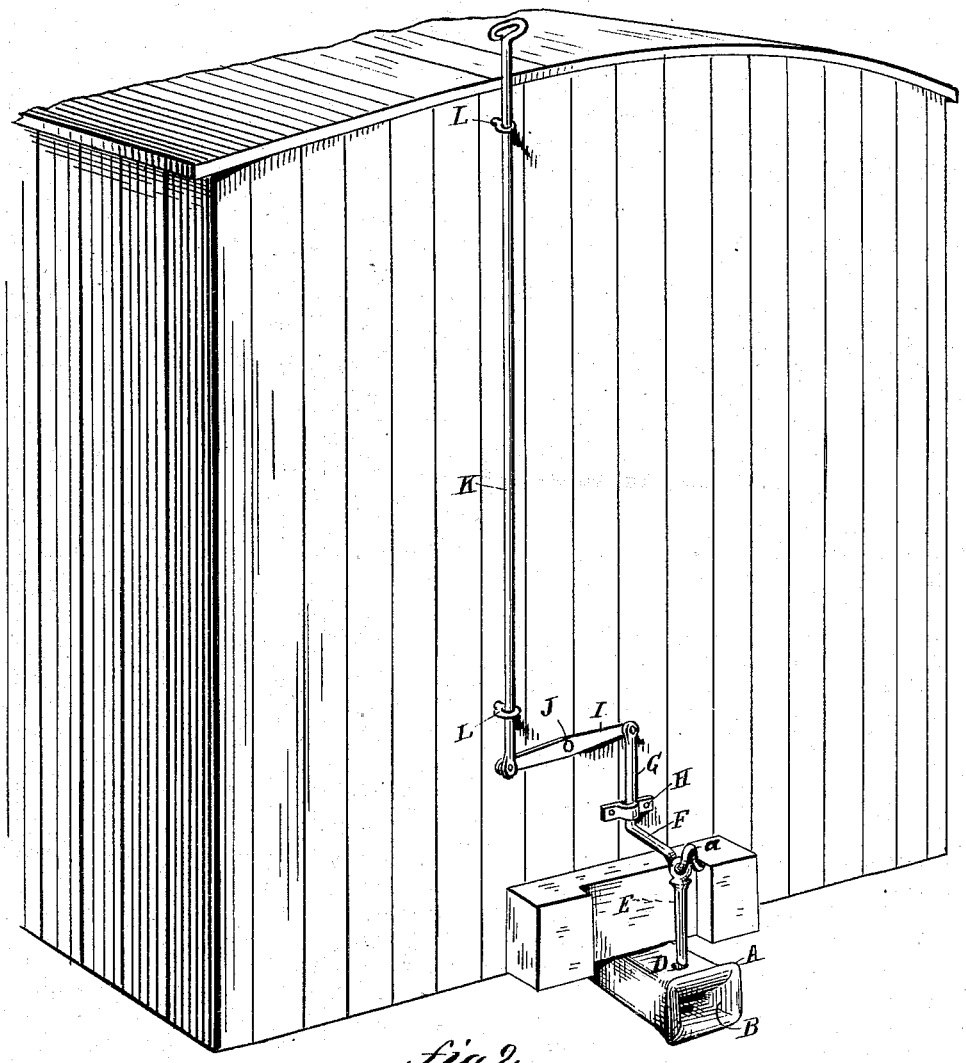


Fig 2

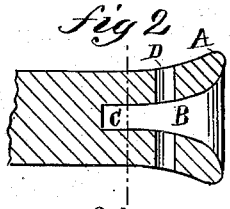
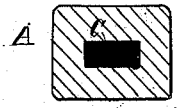


Fig 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

SAMUEL BROWN, OF MANTON, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,849, dated September 5, 1882.

Application filed April 25, 1882. (Model.)

To all whom it may concern:

Be it known that I, SAMUEL BROWN, of Manton, in the county of Wexford and State of Michigan, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in connecting the pin to an arm projecting from a sliding rod on the end of the car and connecting the upper end of said sliding rod to a lever on the end of the car, the other end of which lever is connected to a rod extending to the top of the car, as hereinafter described, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the end of a freight-car with coupling device according to my invention. Fig. 2 is a longitudinal section of the draw-bar, and Fig. 3 is a cross-section on the line *x x*, Fig. 2.

A represents the draw-bar, in which I make the link-socket B, with that part C that is back of the pin-hole D just wide enough from top to bottom for the thickness of the link and extending backward far enough to enable the link to be shifted back in said part C and be held up level beyond the mouth of the socket for entering the mouth of the draw-bar of an approaching car; but from the pin-hole forward the socket is flared sufficiently to allow the requisite freedom of the link for all the vibrations to which it is subject when drawing the car.

For lifting the pin E and uncoupling the cars from the top, I connect said pin to the arm F, having hook *a* on its end, projecting forward from the vertically-sliding rod G, fixed in the guide H on the front end of the car, and connected to a lever, I, pivoted to the front of the car at J and connected to the working-rod K, which is extended to the top of the car through guides L, so that a person on the top of the car may cut it loose at any time by pressing down on the working-rod. The end will be set so as to hold the pin up when the link is to be entered for coupling. Thus it will be seen that the ordinary link-and-pin coupling of common use may be both coupled and uncoupled without going between the cars. Any approved fastening device may be employed to hold rod K and secure the pin in the required position.

I am aware of patents for car-couplings of R. S. Aurall, March 12, 1867, No. 62,803, Merrill and Kempton, October 17, 1873, No. 143,524, and Autey and Autey, April 12, 1881, No. 239,916, and I therefore lay no claim to such construction, my invention being confined to the precise construction and arrangement of parts pointed out in the claim, whereby I dispense with the use of a weight to hold the couple, as in Aurall's.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a car-coupling, the combination, with the operating-rod K, sliding in keepers L, secured to the end of a car, and the lever I, pivoted to the end of the car, of the angular rod G F, passing through the guide H, secured to the end of the car and provided with the hook *a* at its outer end, and coupling-pin E, substantially as and for the purpose set forth.

SAMUEL BROWN.

Witnesses:

JOHN L. DUSTON,

JOHN C. HILL.