

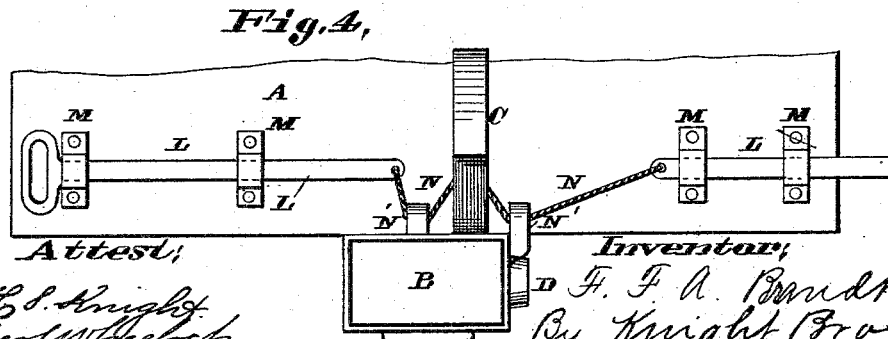
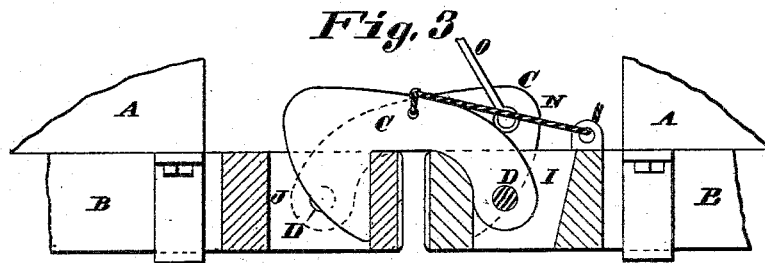
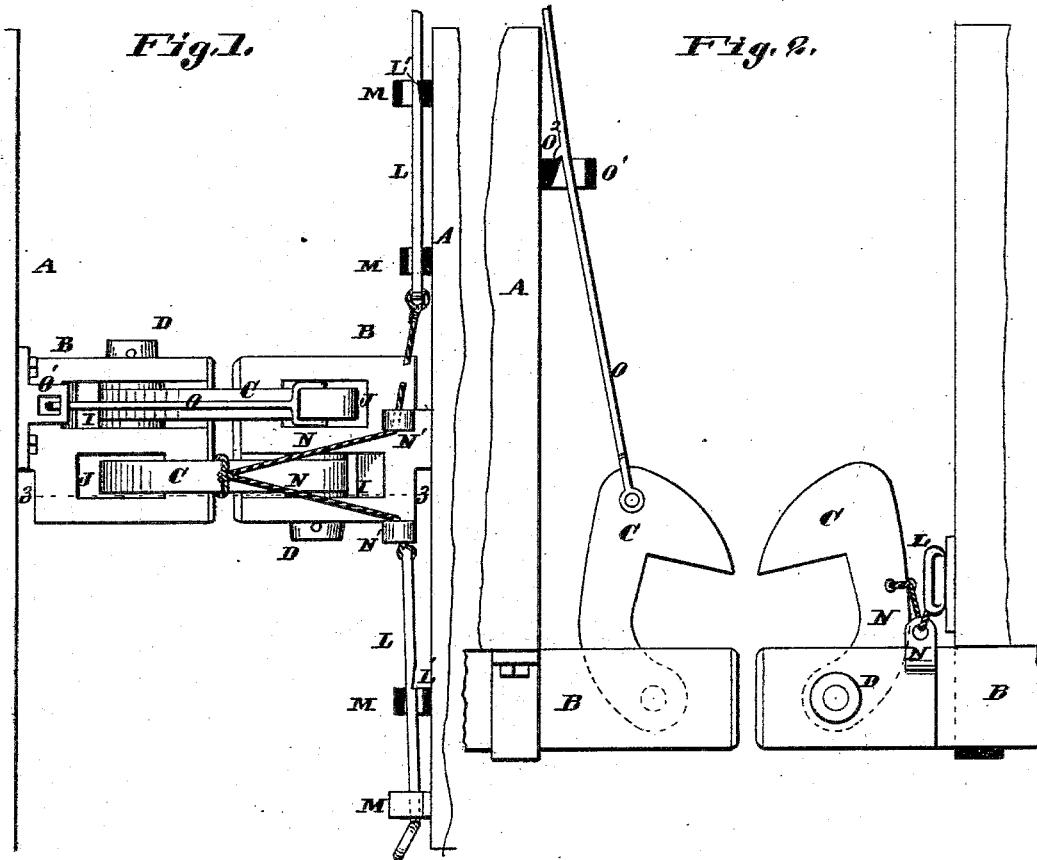
(No Model.)

F. F. A. BRANDT.

CAR COUPLING.

No. 301,430.

Patented July 1, 1884.



Attest;
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Attorney.

Inventor;
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UNITED STATES PATENT OFFICE.

FRANZ F. A. BRANDT, OF BELLEVILLE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 301,430, dated July 1, 1884.

Application filed April 11, 1884. (No model.)

To all whom it may concern:

Be it known that I, FRANZ F. A. BRANDT, of Belleville, in the county of St. Clair and State of Illinois, have invented a certain new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

10 Figure 1 is a top view. Fig. 2 is a side elevation. Fig. 3 is a section taken on line *z z*, Fig. 1; and Fig. 4 is an end view.

My invention relates to those couplings in which a doubly-slotted draw-head is employed, one slot having a hook pivoted therein to engage with the opposing draw-head, which latter is also provided with a hook to engage within the other slot of the former.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Referring to the drawings, A A represent the adjoining ends of two cars; B B, the draw-bars, and C C coupling-hooks, one pivoted to each bar by a bolt, D, the bars having slots I, to receive the lower ends of the hooks. Each head also has a slot or opening, J, to receive the free ends of the hooks. The hooks can be raised, as shown in Figs. 2 and 4, to uncouple the cars either from the sides or top of the cars. From the sides they are raised by bars or rods L, supported by straps M, secured to the ends of the cars, and connected to the hooks by ropes or chains N, which pass through eyes N', secured to or formed upon the draw-

bars. The bars or rods L have catches L', that engage with the outer straps, M, as shown on the upper side of Fig. 1, when the hooks are raised to hold the hook in their upper position until the cars come together, when the catches are jarred out of engagement with the straps, when the hooks will fall and couple the cars. The inner position of the rods or bars is shown on the lower side of Fig. 1 and the left side of Fig. 4. It will be seen that either bar can be pulled out without the other of that car and raise the hook. The hooks are raised from the tops of the cars by rods or bars O, secured to the hooks, and supported by straps O', secured to the ends of the cars. They have catches O'', that engage with the straps when the hooks are raised, and are jarred loose to allow the hooks to fall the same as the bars L.

The horizontal bars may be used on one car and the vertical bars on another, and the two cars be coupled together.

I claim as my invention—

A car-coupling consisting of, a doubly-slotted draw-head having an eye thereon, strap on the end of the car, a hook pivoted in one of the slots, pull-rod having notch to form catch and working through the strap, and connection passing through the eye on the draw-head and securing the pull-rod to the hook, as set forth.

FRANZ F. A. BRANDT.

In presence of—

GEO. H. KNIGHT,
SAML. KNIGHT.