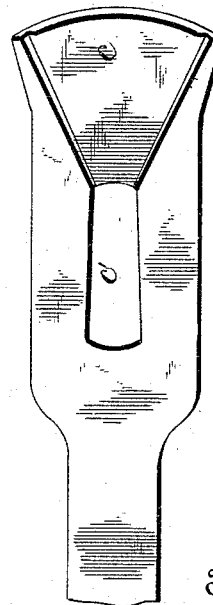
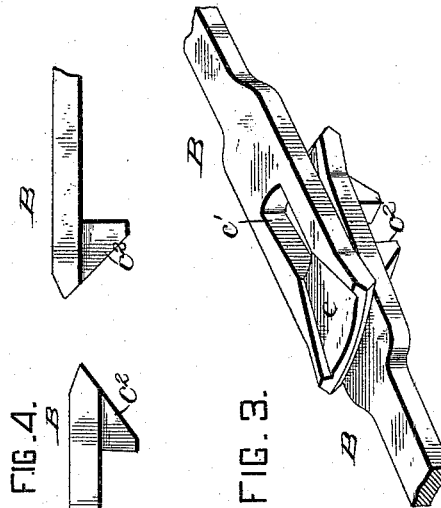
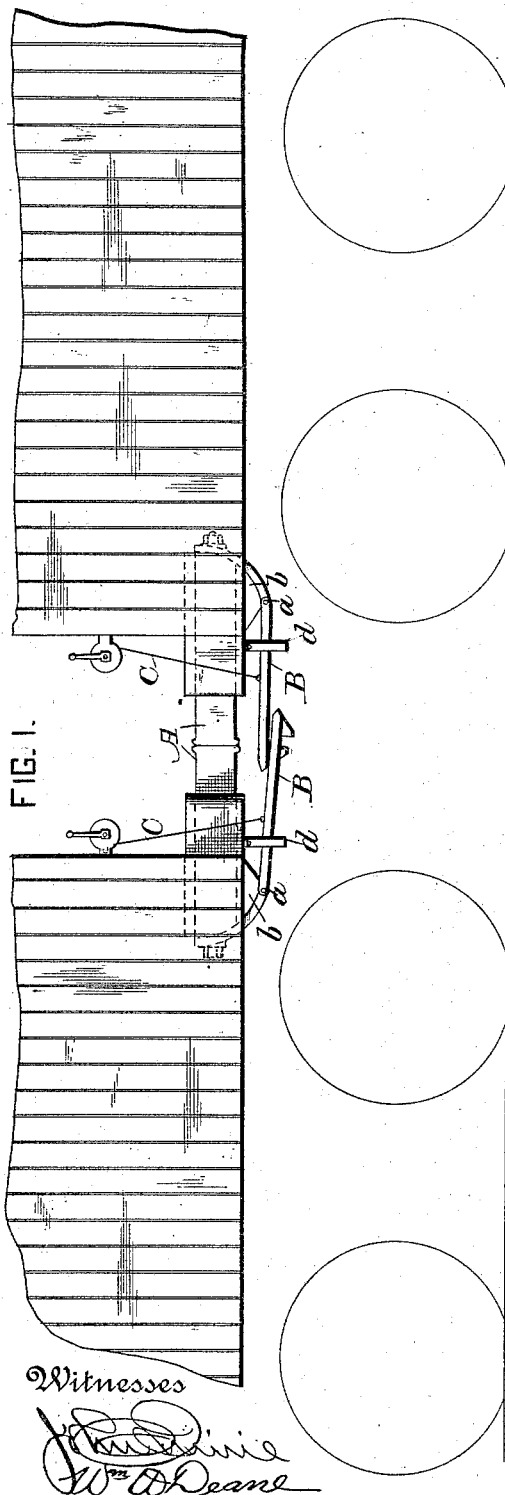


(No Model.)

T. H. BROWN.
CAR COUPLING.

No. 492,370.

Patented Feb. 21, 1893.



Inventor
Theodore H. Brown
By *Wm. A. Deane*
his Attorney

UNITED STATES PATENT OFFICE.

THEODORE H. BROWN, OF VIROQUA, WISCONSIN, ASSIGNOR OF ONE-HALF
TO HENRY CASSON, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 492,370, dated February 21, 1893.

Application filed November 15, 1892. Serial No. 452,025. (No model.)

To all whom it may concern:

Be it known that I, THEODORE H. BROWN, a citizen of the United States, residing at Viroqua, in the county of Vernon and State of Wisconsin, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to an improved car coupling having for its object, among other things, to greatly simplify the construction and arrangement of parts; to adapt the coupling for operation with draw-heads or bumpers of different height; and to facilitate the manipulation of the coupling and to provide for its automatic coupling and ready uncoupling; and to these ends my invention consists in the novel combination and construction of parts, substantially as hereinafter more fully disclosed and pointed out in the claim.

In the accompanying drawings, Figure 1, is a side elevation of the bumpers or draw-heads of two meeting cars with my invention applied thereto. Figs. 2 and 3 are detail views thereof. Fig. 4, detail in side elevation of the coupling latch heads.

In carrying out my invention, I employ, in connection with any form of bumpers A A, of railroad cars, spring levers or arms B B, preferably curved upward and secured by nuts and bolts at their rear end-portions to the rear ends of said bumpers or draw-heads.

The levers B are held or jointed as at *a*, as shown upon cleats or blocks *b*, depending from the underside of the bumpers A, and have their forward ends formed in their upper sides with forwardly flared grooves *c*, terminating at their inner or rear ends in slots

or openings *c'*. Upon the undersides, these levers or arms are provided with rear-ended beveled beaks or latch-heads *c''*, adapted to interchangeably engage or interlock with the slots or openings *c'*, being guided thereto by the grooves *c*, and, thus effect the automatic coupling of the cars, as the bumpers meet regardless, it is obvious of whatever may be the difference in height of the bumpers. These levers or arms are supported, immediately of their forward ends and the points *a*, in keepers *d*, depending from the bumpers, adapted to permit of vertical movement of the levers or arms. Said levers or arms are also adapted to be disengaged from each other or uncoupled by the requisite manipulation of chains or lines C, having one end connected to the levers or arms and the other ends reaching up and held in any suitable manner within convenient reach of the trainman, and it is apparent they may be operated from upon the cars or at the side thereof.

This invention, it will be observed, greatly simplifies the construction and arrangement of parts, does away with springs, provides as above stated for the automatic coupling of the cars and renders easy the uncoupling of the cars.

I claim—

A car coupling combining interlocking or engaging levers or arms having upon their undersides, at the forward ends pendent hooks or projections, and in their upper sides, at the same ends, forwardly flared guide grooves extended rearwardly into slots, the slot of one lever or arm receiving the hook or projection on the other lever or arm, to effect the coupling operation, substantially as set forth.

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

THEODORE H. BROWN.

Witnesses:

H. P. PROCTOR,
R. S. McMICHAEL.