

(No Model.)

W. J. BRUSH & H. C. FAYETTE.  
CAR COUPLING.

No. 495,779.

Patented Apr. 18, 1893.

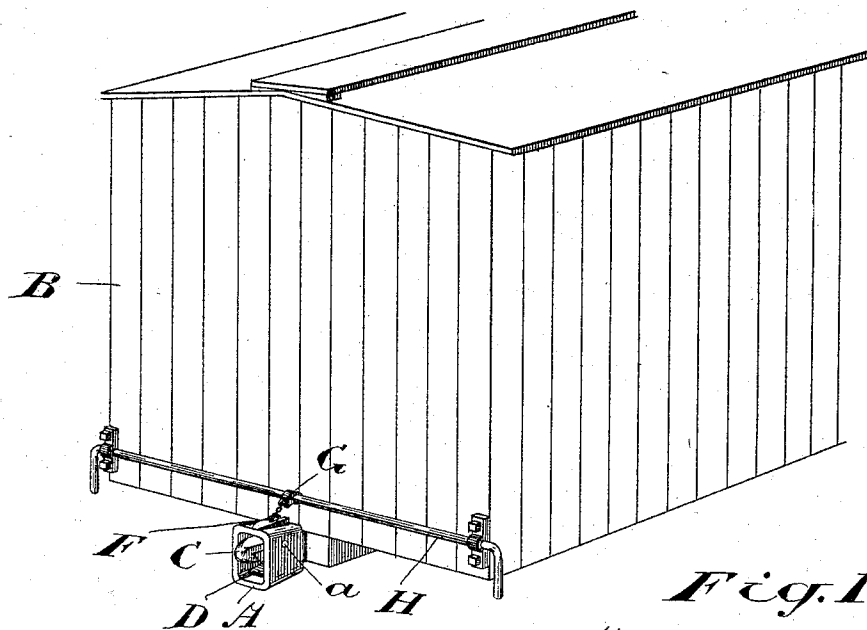


Fig. 1

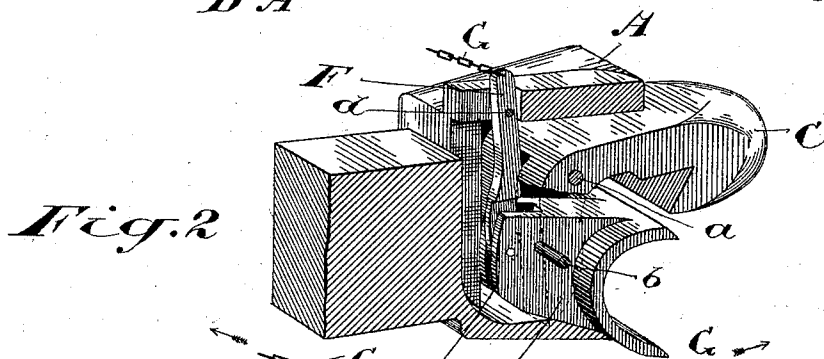
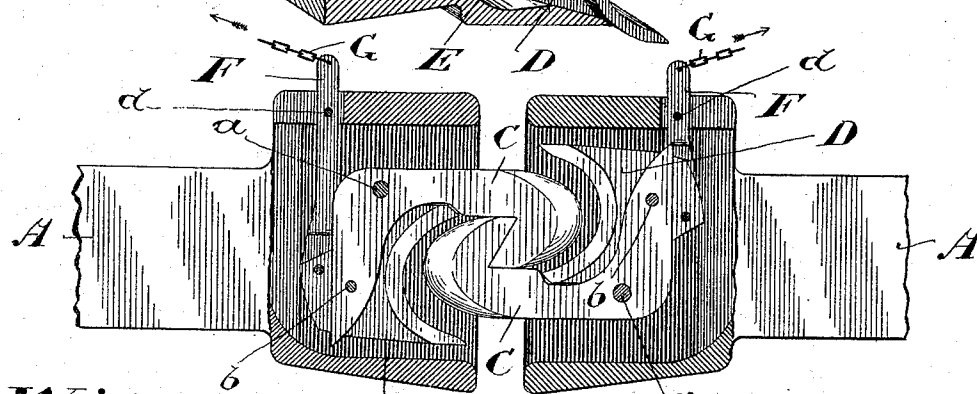


Fig. 2



Witnesses. D

Inventors

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Fig. 3

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Atty.

# UNITED STATES PATENT OFFICE.

WILLIAM J. BRUSH AND HENRY C. FAYETTE, OF OAKVILLE, CANADA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 495,779, dated April 18, 1893.

Application filed July 20, 1892. Serial No. 440,695. (No model.)

*To all whom it may concern:*

Be it known that we, WILLIAM JAMES BRUSH, molder, and HENRY CHARLES FAYETTE, engineer, of the town of Oakville, in the county of Halton, in the Province of Ontario, Canada, have jointly invented a certain new and Improved Automatic Car-Coupler, of which the following is a specification.

The object of the invention is to design a car-coupler which will couple automatically and which may be uncoupled without going between the cars, and it consists, essentially of a hook pivoted within a draw-head and a recessed block pivoted in a tail projecting from the hook, the said hook and block being arranged in one draw-head in such a manner that when the end of the hook correspondingly arranged in another draw-head comes in contact with the pivoted block, the hooks in the two draw-heads automatically couple together, substantially as hereinafter more particularly explained and then definitely claimed.

Figure 1, is a perspective view showing our improved car coupler applied to the end of a freight car. Fig. 2, is an end perspective detail partially in section of a draw-head provided with our improved hook and block. Fig. 3, is an enlarged sectional side view showing two draw-heads coupled together.

Like letters of reference indicate corresponding parts in each figure.

A, represents the draw-head, which is connected to the car B, in the usual manner.

C, represents a coupling hook pivoted at *a*, within the draw-head A. A block D, is pivoted at *b*, with a forked tail E, extending from the hook C, and recessed to receive the end of the hook C. A lever F, is pivoted at *d*, to the end of the block D, as indicated. This lever projects outside of the draw-head A, and is connected by a crank G, to the rod H, which is suitably journaled on the end of the car B, and projects to each side of the same. The

weight of the block D, is such that it holds the hook C, in a horizontal position and when the ends of the two hooks C, come together by the approach of the two draw-heads A, the said hooks pass each other and in coming in contact with the recessed portion of the block D, the two hooks are pushed together, thereby forming the desired connection.

In order to uncouple the hooks, it is merely necessary to draw upon the lever F, in the direction indicated by arrows which action tilts down the blocks D, so as to push the hooks apart and at the same time the hooks are rocked on their pivots to effect the same purpose. In this way the uncoupling is quickly accomplished.

The rocking of the lever F, may be accomplished by rolling the rod H, either from the cranks formed on the end of the said rod, or a connection between the rod from the top of the car B, may easily be made so that the uncoupling can be effected from the top of the car.

From this description it will be seen that an extremely simple car-coupler is provided, composed of only three parts in each draw-head.

In the drawings we have shown the lever F, arranged to move vertically, but we may mention that the same effect will be produced when the lever is placed to work horizontally.

What we claim as our invention is—

A draw-head, having a hook C pivoted within it and provided with a recessed block D, pivoted to the tail E, formed on the end of the hook C, and operated by a pivoted lever F, arranged substantially as and for the purpose specified.

Oakville, June 22, 1892.

WILLIAM J. BRUSH.  
HENRY C. FAYETTE.

In presence of—

G. L. TIZARD,  
A. SHEPHERD.