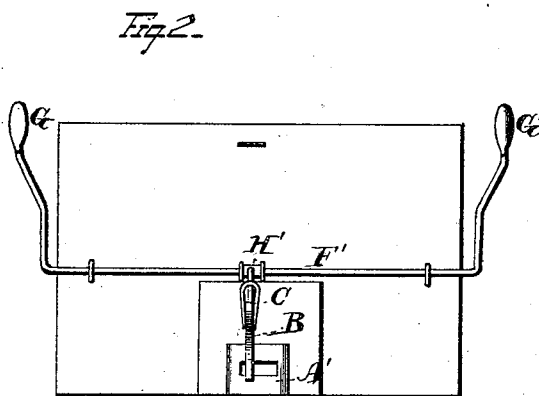
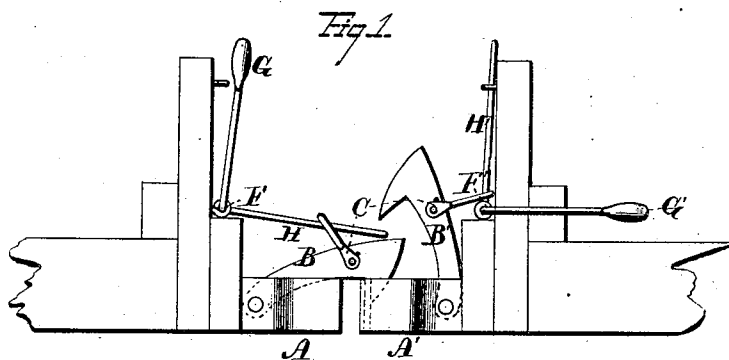


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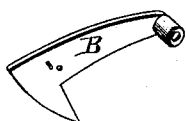
CAR-COUPLING.

No. 170,226.

Patented Nov. 23, 1875.



*Fig 3.*



ATTEST:  
*Met Beach*  
*Louis G. Hard*

INVENTORS:  
*J. Brinkerhoff*  
*George B. Bennett*  
*Lafayette Selder*

# UNITED STATES PATENT OFFICE.

JACOB BRINKERHOFF, GEORGE B. BENNETT, AND LA FAYETTE SELDER, OF  
DUBUQUE, IOWA.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 170,226, dated November 23, 1875; application filed  
June 24, 1875.

*To all whom it may concern:*

Be it known that we, JACOB BRINKERHOFF, GEORGE B. BENNETT, and LA FAYETTE SELDER, all of the city and county of Dubuque and State of Iowa, have invented a new and useful Improvement in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

Figure 1 represents a side elevation of our invention. Fig. 2 is an end view, and Fig. 3 is a detail view.

This invention relates to car-couplings, having for its object to improve the construction of the same, making the same simple in construction, efficient and convenient in use, and not liable to get out of repair; and it consists in the construction and combination of parts, as will be hereinafter more fully described, and pointed out by the claim.

To enable others skilled in the art to make and use our invention, we will proceed to describe it.

A A' represent two draw-bars constructed just alike. B B' are the coupling hooks or dogs. These are rounded or curved on the face toward the point of the hook part. The inner line of the hook part makes a slightly-acute angle with the under line of the arm part. The loose link C is attached near the center of the hook, and so as to permit free motion thereof, and sunk so as to present no projection on the side along which the other one moves and lies. At the end fastened at the inner part of the opening is a lug or projection, and forming part of the hook through which the pin or bolt passes, sufficient to fill the space, and for the purpose of holding the hook to one side, and to give greater strength by the bearing and strain being on the greater length of the pin or bolt. Above the perforation in the end of the bumper on the inner side the draw-bar is made thicker, for the purpose of giving additional strength. Across the lower part of the opening in the draw-bar is extended a rod, for the purpose of holding in place the lower end of the pin used when

the car is coupled with a link in the ordinary way with a car to which this invention is not applied. This pin is held in place at the top by a catch or claw on the top, fitting a slot in the bumper. F F' represent the horizontal rod, with the lever-handles G G', weighted at the free ends thereof, for the purpose of holding, by their weight, the coupling-hooks upright when the car is brought violently in contact or collision with another to which it is not desired to couple. H H' represent the arms passing through the clevis attached to the coupling-hooks, for the purpose of raising and dropping the same, as required. The curving or rounding of the face of the hook toward the point is for the purpose of enabling the coupling to be effected by the cars coming in contact with the hooks thrown down, thus rendering it a self-coupler, if desired.

From the above description it will be seen that when the hooks are thrown down before the cars are brought together, self-coupling is effected by the hooks striking the bumpers on their curved faces, glancing upward, and dropping into their designed places; and that the coupling may be effected without going between the cars or bumpers by dropping the hooks by means of the lever-handles G G' as or after the cars come together, thus effecting this object whether the cars are in motion or at rest, and that by means of said lever-handles the uncoupling may in like manner be effected.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent, is—

The lever-handles G G', horizontal rods F F', and the arms H H', constructed rigidly, and the levers extending to each side of the car, in combination with the loose link C, bars A A', and hooks B B', constructed and arranged substantially as and for the purpose set forth.

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Witnesses:

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LOUIS G. HURD.