

(No Model.)

D. BREWER.
CAR COUPLING.

No. 482,615.

Patented Sept. 13, 1892.

Fig. 1.

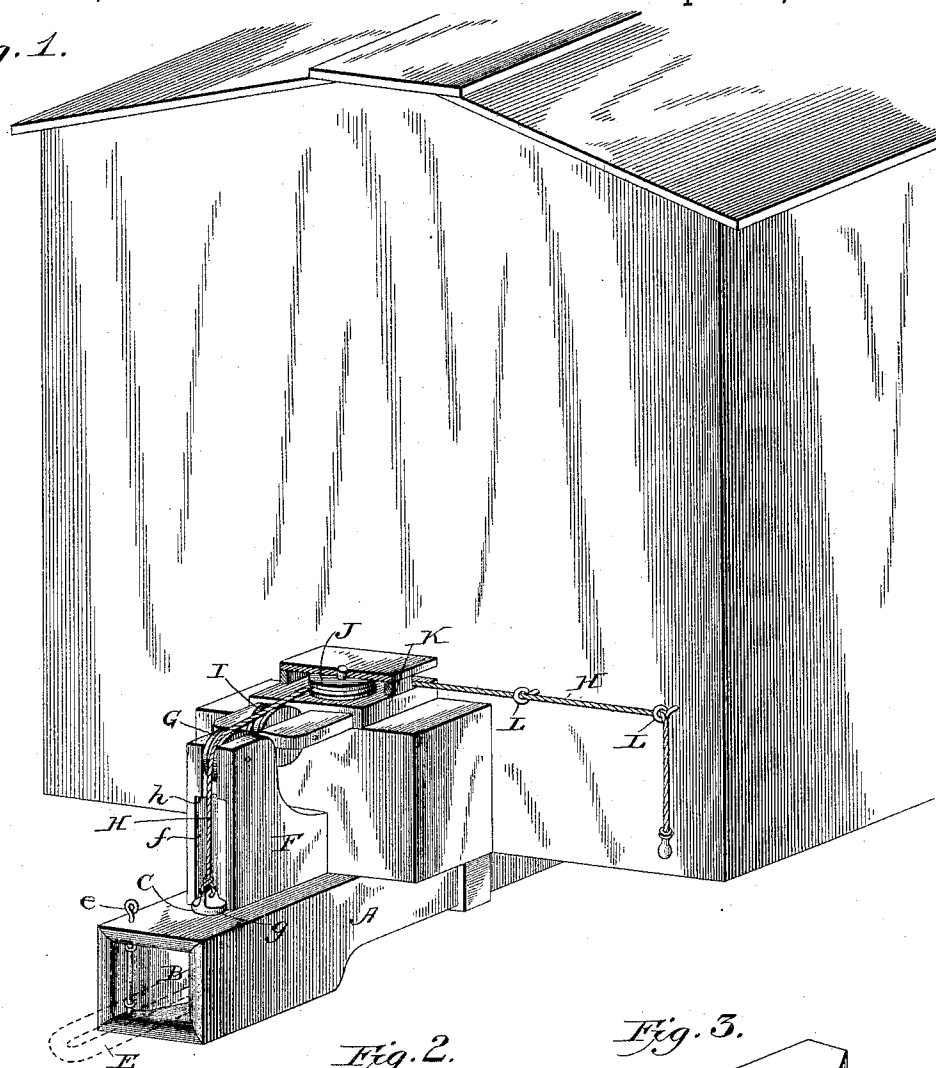


Fig. 2.

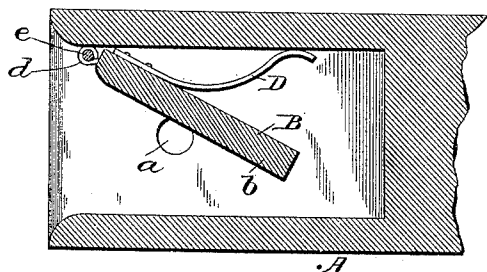
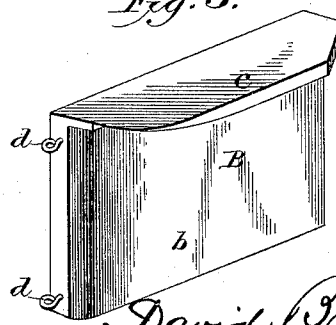


Fig. 3.



WITNESSES

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DAVID BREWER, OF EMPORIA, KANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 482,615, dated September 13, 1892.

Application filed April 16, 1892. Serial No. 429,450. (No model.)

To all whom it may concern:

Be it known that I, DAVID BREWER, a citizen of the United States, residing at Emporia, in the county of Lyon and State of Kansas, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has relation to improvements in car-couplers; and it consists in the peculiar construction, certain novel combinations, and the adaptation of parts hereinafter described, and particularly pointed out in the claim appended.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a car embodying my improvements. Fig. 2 is a longitudinal horizontal section of the draw-head, and Fig. 3 is a perspective view of the pin-support removed from the draw-head.

In the said drawings similar letters designate corresponding parts throughout the several views, referring to which—

A indicates a draw-head, which may be of the ordinary or any approved construction and may be connected to the car in any suitable manner.

B indicates my improved pin-support, which is designed to normally rest between the aligned vertically-disposed pin-apertures *a* in the top and bottom walls of the draw-head, so as to support the pin C, presently to be described. This pin-support B comprises the vertically-disposed body *b* and the lateral horizontal branch *c* at the upper edge of the body *b*, which branch *c* serves as the pin-supporting platform. The support B is provided upon its forward end with two eyes *d*, as shown, to receive a vertical pin *e*, which takes through the upper and lower walls of the draw-head adjacent to one of the corners thereof and serves to pivotally connect the support thereto.

Connected at one end to the inside of the support B, adjacent to the connected end thereof, is a flat spring D, which is curved away from the support and is designed and adapted to normally hold said support between the pin-apertures *a* of the draw-head,

so as to support the pin and allow a free entrance of the coupling-link E into the draw-head.

By the provision of a pin-support such as described it will be readily perceived that the objectionable necessity of an attendant going between the cars is obviated, inasmuch as when the pin is raised from the side of the car through the medium of devices presently described the support B will automatically take beneath and support the same until the link enters the draw-head, when the free end of said support will be pressed toward the side of the draw-head and the pin will be allowed to drop through the link.

By the manner disclosed of connecting the support B to a draw-head it will be seen that the support may be connected to the draw-head without altering or in any manner weakening the same, and it will be further perceived that the support may be readily removed and replaced when desired.

Formed in the front side of an upright F, rising from the draw-head A in rear of the pin-apertures *a*, is a groove or way *f*, which is of a curvilinear form in cross-section for a portion of its length to conform to the head *g* of the pin C, and is reduced to afford the shoulders *h*, adapted to limit the upward movement of said pin and prevent the same from being drawn entirely from the draw-head.

Connected to the upper end of the pin C and taking over a vertically-disposed sheave G in the upper end of the upright F is a rope or cable H, which also takes over a vertically-disposed sheave I and around a horizontally-disposed sheave J, mounted in a support K, which in turn is mounted upon the draw-head. After taking around the sheave J, the cable H takes through laterally-disposed eyes L upon the front of the car, whereby it will be seen that the pin may be readily raised without the necessity of the attendant going between the cars. By this means of raising the pin C it will be further perceived that the said pin will fall freely when the support B is moved from under the same.

Although I have specifically described the construction and relative arrangement of the several elements of my improved car-coupler, yet I do not desire to be confined to the same,

as such changes or modifications may be made as fairly fall within the scope of my invention.

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

5 In a car-coupler, substantially as described, the combination, with a draw-head and a pin taking through the draw-head and having a head adjacent to its upper end, of the up-
10 right rising from the draw-head and having a way or groove in its forward side reduced in width at an intermediate point in its length, a vertical sheave carried by said upright, a vertical sheave carried by a support rising

from the draw-head, a horizontal sheave also carried by said support, and a cable connected at one end to the pin of the draw-head and taking over the vertical sheaves of the upright and support and around the horizontal sheave of said support, substantially as and for the purpose specified.

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

DAVID BREWER.

Witnesses:

J. O. WORKMAN,
W. O. FERGUSON.