

(No Model.)

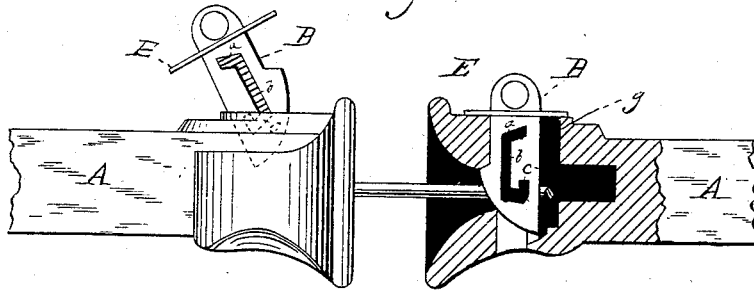
F. A. BRADY.

CAR COUPLING.

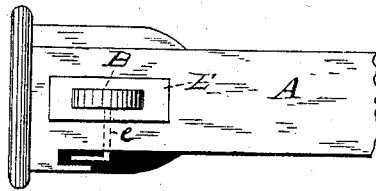
No. 267,142.

Patented Nov. 7, 1882.

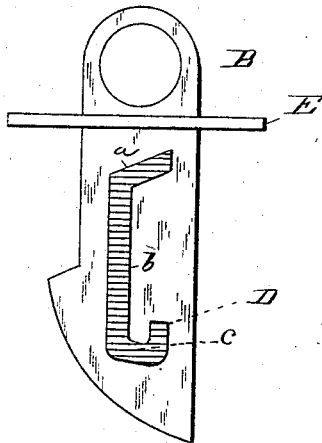
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

FRANCIS A. BRADY, OF LEAVITTSBURG, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,142, dated November 7, 1882.

Application filed June 16, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, FRANCIS A. BRADY, of Leavittsburg, in the county of Trumbull and State of Ohio, 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 pertains to make and use the same.

My invention relates to an improvement in car-couplers, and is particularly adapted to be used in connection with the car-coupler of which Letters Patent No. 158,059, dated December 22, 1874, were granted E. M. Gifford.

In the drawings, Figure 1 represents in side elevation two draw-bars, one of them being partially in section with the catch lowered, and the other draw-bar shows the catch in an elevated position. Fig. 2 is a plan view of a draw-bar. Fig. 3 shows the catch in an enlarged view.

A represents a draw-bar constructed according to the invention issued as above mentioned.

B, the coupling catch or pin, is the part of the coupler wherein my improvement consists. In the old form of constructing the same the catch has upon one side a longitudinal groove or slotted cavity, *a*, which turns at *b* at an angle of about one hundred and twenty degrees, and is hollowed out at *c* upon one side to form a ledge or resting-place for the cross-bolt.

A part of my improvement lies in extending the grooved portion *c* upward, thus forming the notch or slot D, which is parallel to the slotted cavity *b*. The object of adding this groove to the catch is to hold it more secure than was practical with my former manner of constructing the same. The difficulty found was that when the catch was raised and held in an uncoupled position by means of the guide-bolt *e*, which is secured in the draw-bar A, the catch would slip off of the guide-bolt and recouple the cars when they were jarred or "kicked," as it is necessary to do when switching a train. My improvement obviates this

difficulty and holds the catch firmly in place, but not so much so but what it may easily be released when it is desired to lower it.

The construction and manner of operating my catch in connection with the draw-bar is of such a nature that it is preferably protected from the snow and ice. I therefore form a flange, E, around the upper portion of the catch, which rests on the top of the draw-bar when the catch is in the socket. This flange E prevents the snow, ice, and dirt from clogging up the aperture *g*, wherein the catch B rests, which would prevent the free working of the several parts, and thus cause great trouble and inconvenience to the brakemen.

Having thus described my invention, what I claim, is—

1. The coupling-catch B, having in its side the longitudinal groove *a*, the oblique connected groove *b*, the transverse groove *c*, connected with the lower end of the longitudinal groove, and the upwardly-extending slot D, connected with the groove *c* and separated from the vertical groove by an abrupt shoulder, substantially as and for the purpose set forth.

2. The combination, with the slotted draw-head and the guide-pin *e*, of the coupling-catch B, having in its side the longitudinal groove *a*, oblique connected groove *b*, transverse groove *c*, connected with the lower end of the longitudinal groove, and the longitudinal slot D, extending upward from the groove and substantially parallel with the longitudinal groove, from which it is separated by an extended intervening abrupt tongue, the said slot having a length to distinguish it from a mere notch, essentially as specified, and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANCIS A. BRADY.

Witnesses:

GEO. W. TAYLOR,  
JNO. CROWELL, Jr.