

B. DAY.
CAR-COUPLING.

No. 183,493.

Patented Oct. 24, 1876.

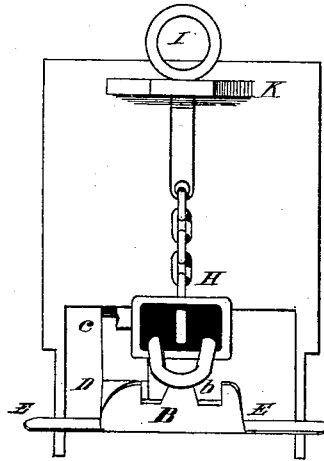


Fig. 1,

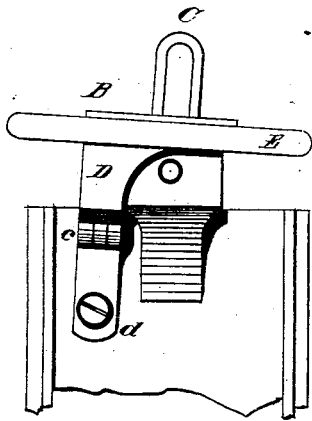


Fig. 2,

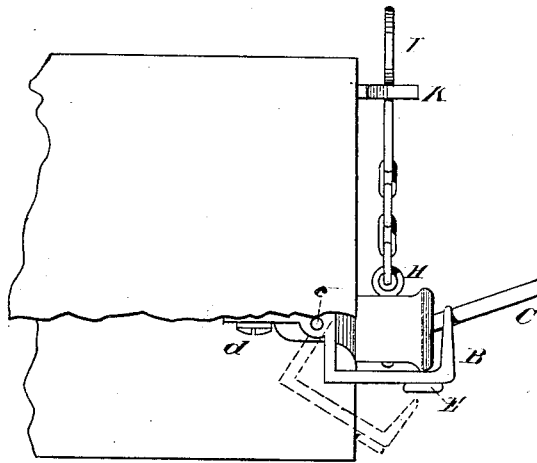


Fig. 3,

witnesses
J. W. Adams
W. H. Burrall

inventor,
Brigham Day
by R. F. Hyde,
att.

UNITED STATES PATENT OFFICE.

BRIGHAM DAY, OF CHICOPEE, MASSACHUSETTS.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **183,493**, dated October 24, 1876; application filed July 12, 1876.

To all whom it may concern:

Be it known that I, BRIGHAM DAY, of Chicopee, Massachusetts, have invented an Improvement in Car-Couplers, of which the following is a specification:

The object of my invention is to enable cars to be coupled manually with perfect safety, and also to permit the link to be guided at the same time to the mouth of a bunter not immediately opposite the one holding the link, and this with all of the precision that a hand immediately grasping the link could effect.

In the drawings, Figure I shows a front view of a bunter having my attachment. Fig. II is a view of the under side of the device, and Fig. III is a profile view of the same.

In Fig. I a metallic plate, B, is shown as forming a hand to, by means of the recesses *b* upon its upper edge, receive and hold the link C when swung up against it. This hand B is formed upon the end of the arm D, which arm has the two joints or hinges *c* *d*, which swing at right angles to each other, the one, *d*, being the point of attachment of the arm to the body of the car, and the one, *c*, being intermediate between the hinge *d* and the hand B. The hand B is also attached to the handle-piece E, which projects upon both sides of it, to be reached from either side conveniently by the brakeman. The hand B with its piece E hangs by its weight, as shown in Fig. I, to be below the bunter and out of the way,

and in operation the brakeman from either side of the car grasps the handle E and swings up the hand B to seat the link—and, as the bunter of the approaching car happens to be to one side or the other, or above or below the one having the link—moves the hand B by its handle to direct the link, being meanwhile entirely released from the danger inseparable hitherto from the occupation of a brakeman.

In Fig. I the pin H is shown to be connected by a chain or other flexible connection to the handle I, working through the cleat K in the top of the car, so that the car can be uncoupled, or the link in place coupled, by the insertion of the pin from above and in safety; but the great danger of holding and guiding the link, which is frequently sought to be obviated by complex self-couplers, is completely overcome by the simple device herein described.

Now, having described my invention, what I claim is—

In combination with the bunter and link of a car, the piece B, having the seat *b* for the link, handle E, and arm D, with double joint *c* *d*, substantially as shown and described.

BRIGHAM DAY.

Witnesses:

R. F. HYDE,
T. M. BROWN.