

P. BROWN.
CAR-COUPLING.

No. 187,096.

Patented Feb. 6, 1877.

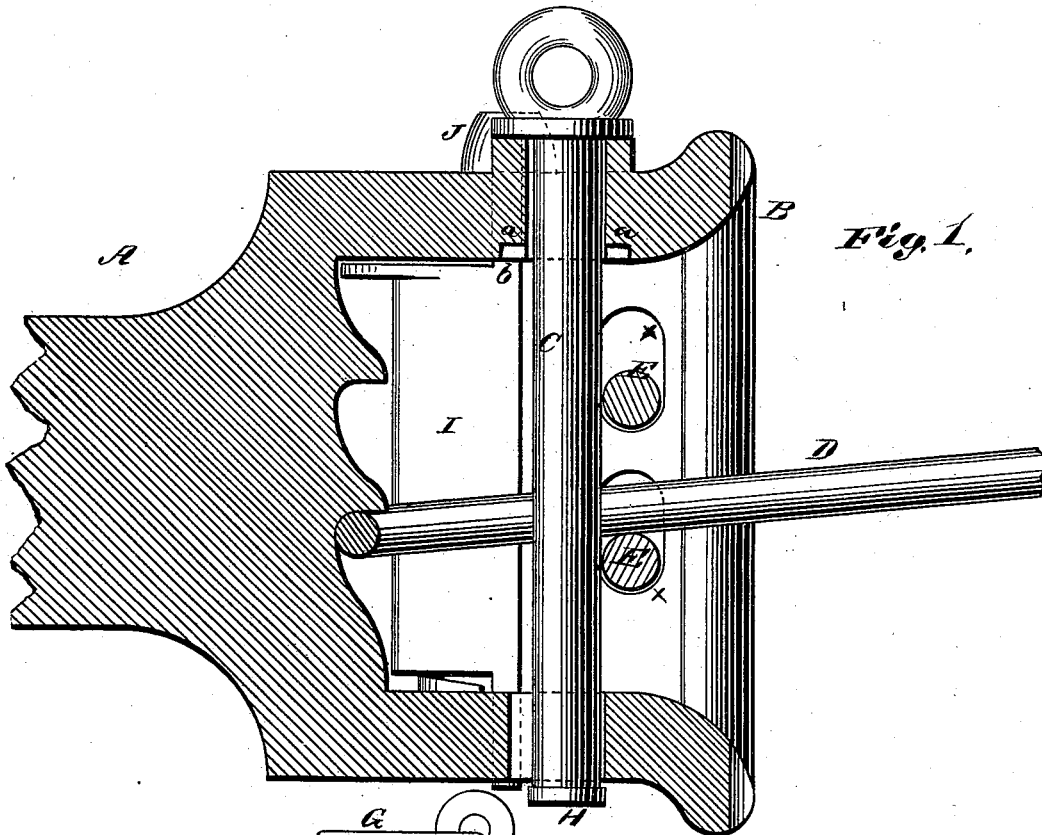


Fig. 1.

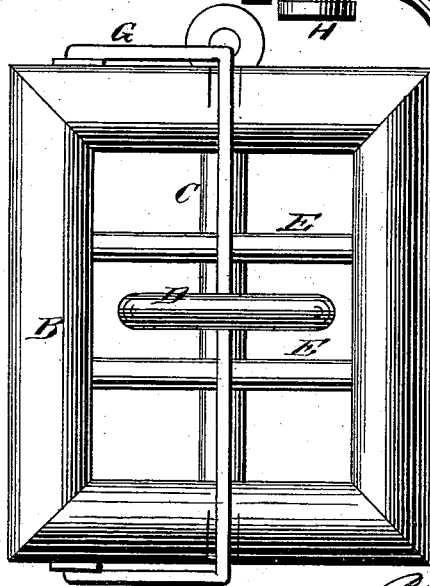


Fig. 2.

WITNESSES
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 ATTORNEYS

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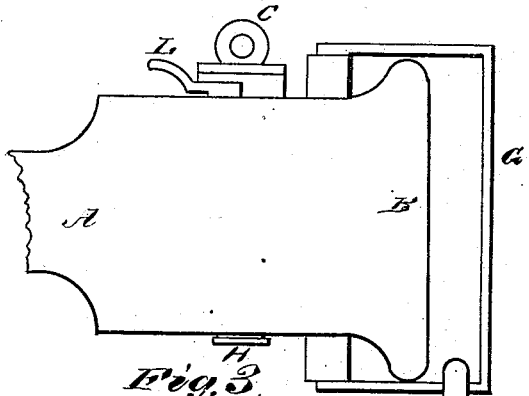


Fig. 3.

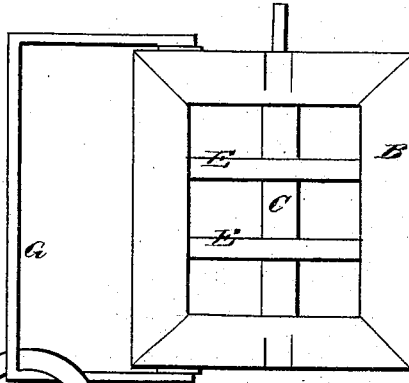


Fig. 4.

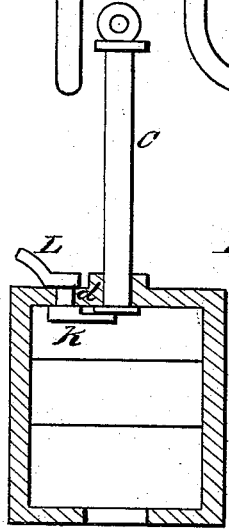
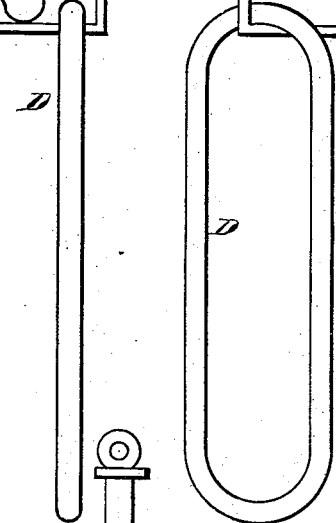


Fig. 5.

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UNITED STATES PATENT OFFICE.

PERRY BROWN, OF MILTON, KENTUCKY.

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. **187,096**, dated February 6, 1877; application filed June 24, 1876.

To all whom it may concern:

Be it known that I, PERRY BROWN, of Milton, in the county of Trimble and State of Kentucky, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal vertical section of my car-coupling, and Fig. 2 is a front view thereof, coupled. Fig. 3 is a side view, and Fig. 4 is a front view, uncoupled. Fig. 5 is a transverse vertical section of the same.

The nature of my invention consists in improvements upon a car-coupling previously patented to me, as will be hereinafter more fully set forth.

In the annexed drawing, A represents the draw-bar with head B, having flaring mouth and interior chamber. C is the coupling-pin, and D the link. In the mouth of the draw-head are placed two horizontal rollers, E E, the ends of which are inserted in elongated pockets *x* formed in the sides of the draw-head to allow a certain vertical play to the rollers. These rollers are formed without collars, and divide the draw-head into three spaces or compartments for the insertion of the link D at any height desired. The link D is held to the draw-head by means of a stirrup, G, which is pivoted on top and bottom at one side of the draw-head, as shown, and passes through the link. By

this means the link is held and cannot come loose and get lost. On the lower end of the coupling-pin C is formed a head, H, which prevents the pin from being drawn entirely out of the draw-head, and in the roof of the draw-head is a chamber or recess, *a*, into which the pin can be drawn so as to clear the wing I, pivoted at one side within the draw-head. This wing supports the pin for coupling the cars. On top of the draw-head covering the upper journal *b* of said wing is a cap, J, which protects the same and prevents the ingress of snow and ice. To keep the pin from coupling, I employ a small button, K, under the roof of the draw-head, said button being fastened to a short shaft, *d*, passing through the top of the draw-head, and having a handle, L, on its upper end, by means of which it is turned for operation.

What I claim as new, and desire to secure by Letters Patent, is—

1. The plain rollers E E, made without collars, and playing up and down in pockets *x* X in the sides of the draw-head, substantially as herein set forth.

2. The pivoted stirrup G, in combination with the draw-head and coupling-link, for the purposes set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

PERRY BROWN.

Witnesses:

JONATHAN SCHOOLEY,
GAMALIEL T. WARFIELD.