

J. J. FRAIKIN.  
Car-Couplings.

No. 141,432.

Patented August 5, 1873.

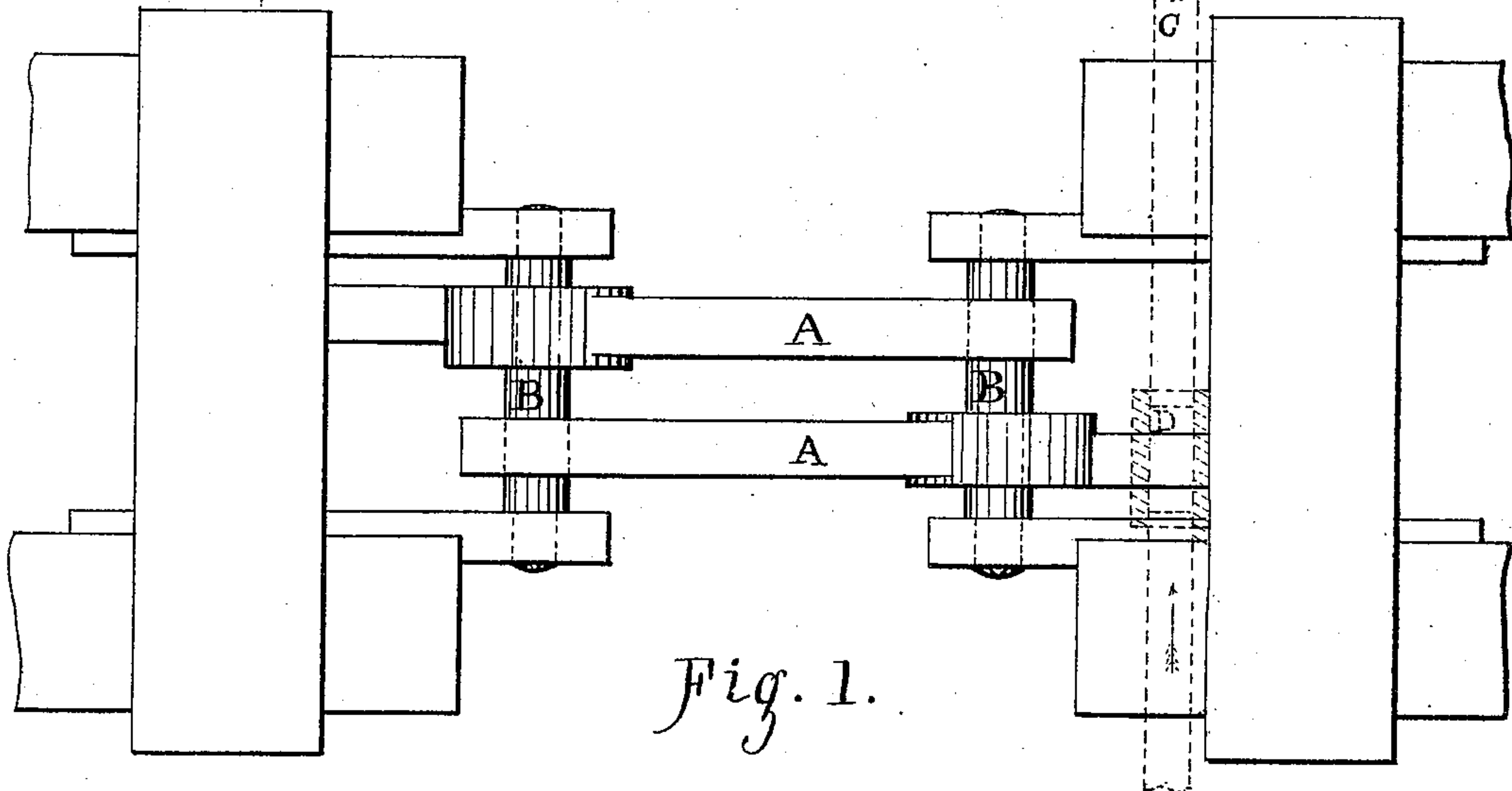


Fig. 1.

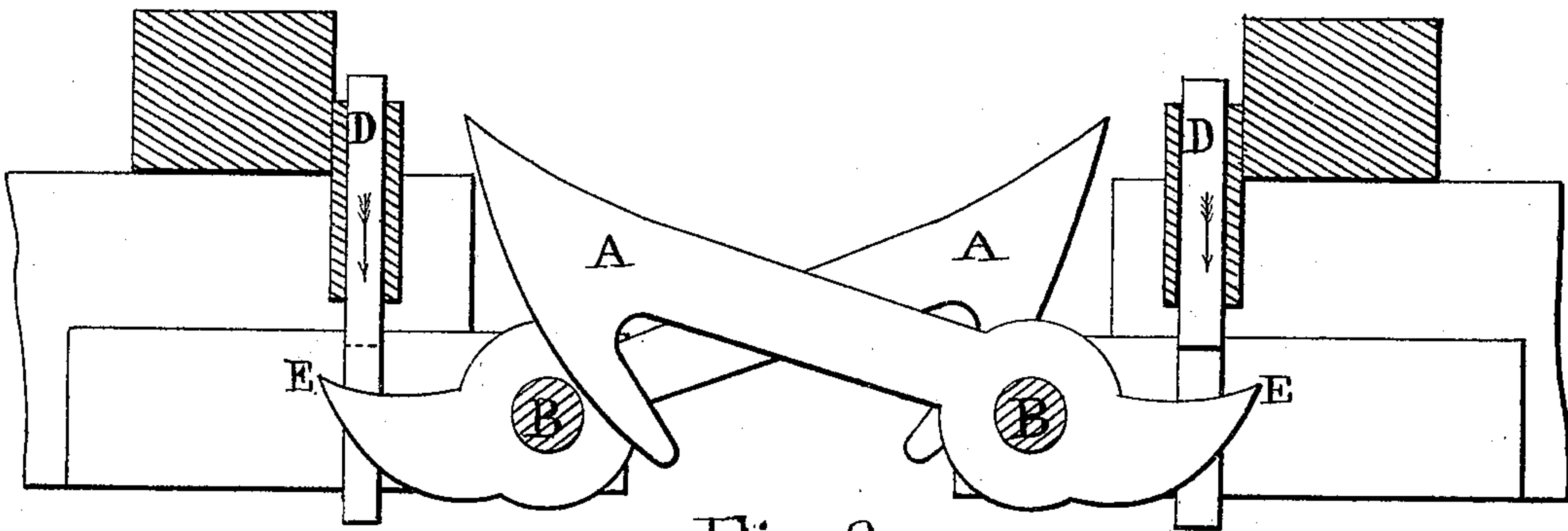


Fig. 2.

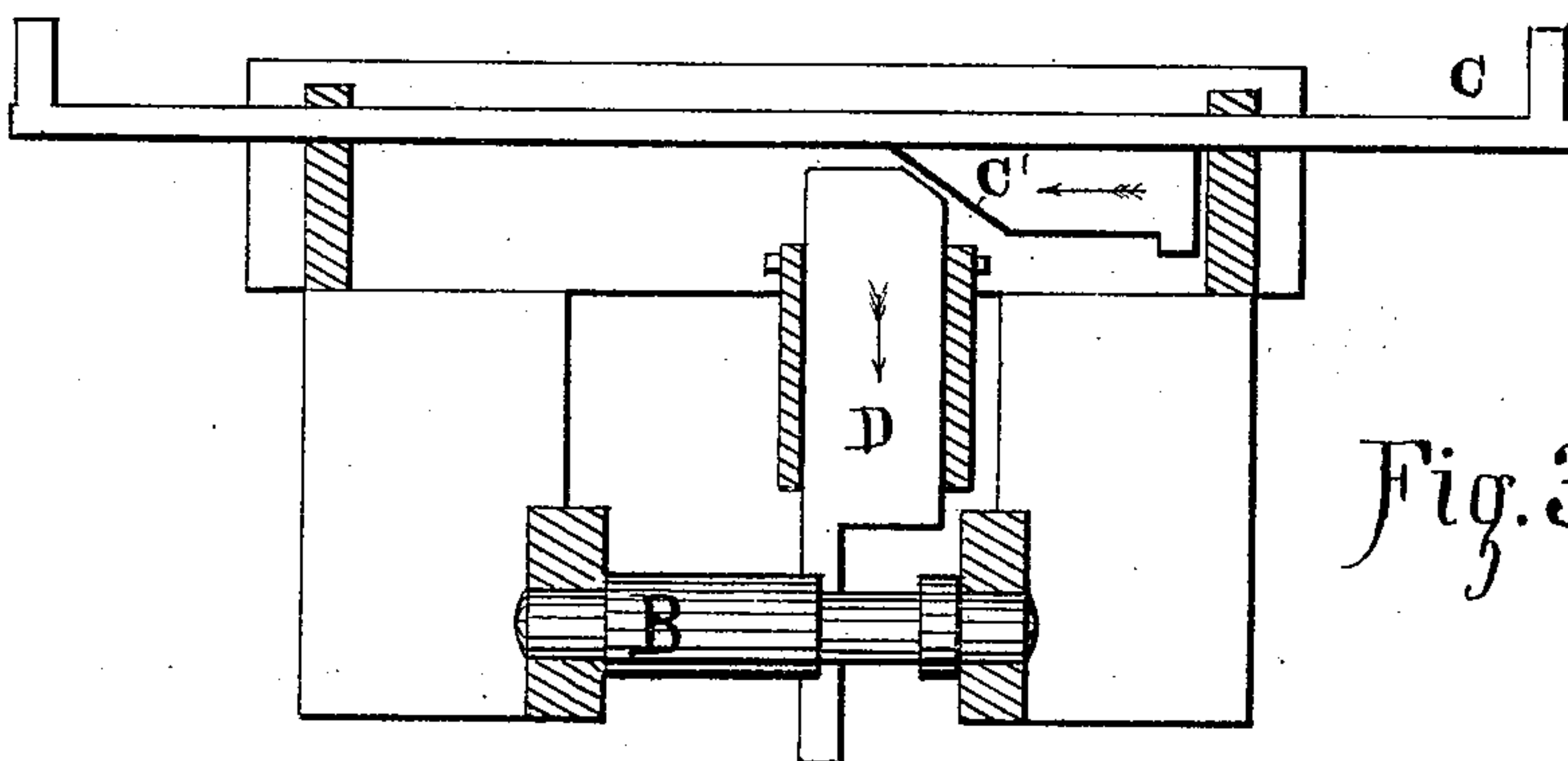


Fig. 3.

Witnesses,

C R Chert  
Louis Neese

Inventor

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# UNITED STATES PATENT OFFICE.

JOHN J. FRAIKIN, OF FORT HOWARD, WISCONSIN.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **141,432**, dated August 5, 1873; application filed November 4, 1872.

*To all whom it may concern:*

Be it known that I, JOHN J. FRAIKIN, of the borough of Fort Howard, in the county of Brown and State of Wisconsin, have invented a new and useful Improvement on a Railway-Car Coupling, which may be termed "Fraikin's Safety Car-Coupling;" and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in effecting the coupling of railway cars in an expeditious manner by means of a self-coupling device, consisting of a lever-hook at the extremity of each car; and also of the uncoupling by means of a lever operated from the platform of the car, thereby obviating the danger to life resulting from the necessity of effecting the coupling or uncoupling by the method now in use.

Figure I represents the top view of my invention; Fig. II, a side view thereof; Fig. III, a front view of one of my draw-heads with the coupling-lever detached.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A A represent two lever-hooks, each of which is pivoted to a cross-bar, B; these hooks having inclined or rounded faces, so that when the cars approach and the hooks strike the cross-bars they ride over and catch behind them. The levers A A have rear projections E, upon which rest vertical levers D, which are operated by horizontal slides having upon their under sides inclined planes C.

When the cars are to be uncoupled the slides are thrust in so that the vertical levers are forced down on the short arms of the levers A, thus raising the long arms and their hooks from engagement with the cross-bars. To drop the lever-hooks, perform the reverse movement with the lever-bars. By these means the danger to human life incurred by going between the cars to couple and uncouple is obviated.

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

The levers A, having projections E, in combination with the lever-bars C, vertical levers D and cross-bars or axles B, all constructed, arranged, and operating as described.

JOHN J. FRAIKIN.

In presence of—

LOUIS NEESE,  
C. R. CHEROT.