(Model.)

# W. H. FARRA, W. J. CLANAHAN & J. EILLES.

## CAR COUPLING.

No. 255,154. Patented Mar. 21, 1882.

Fig. 1.

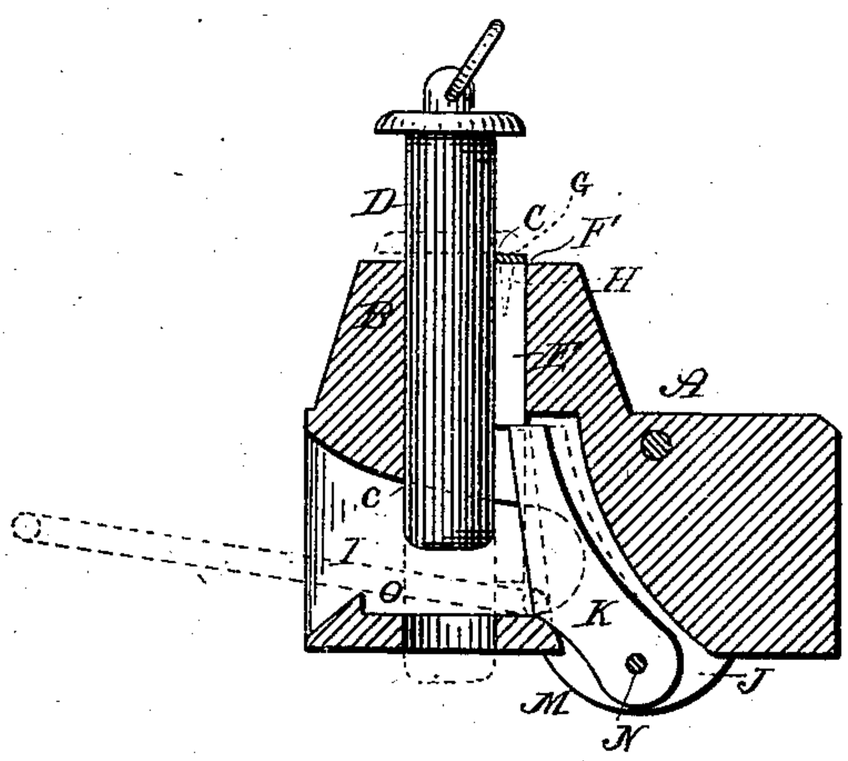


Fig. 2.

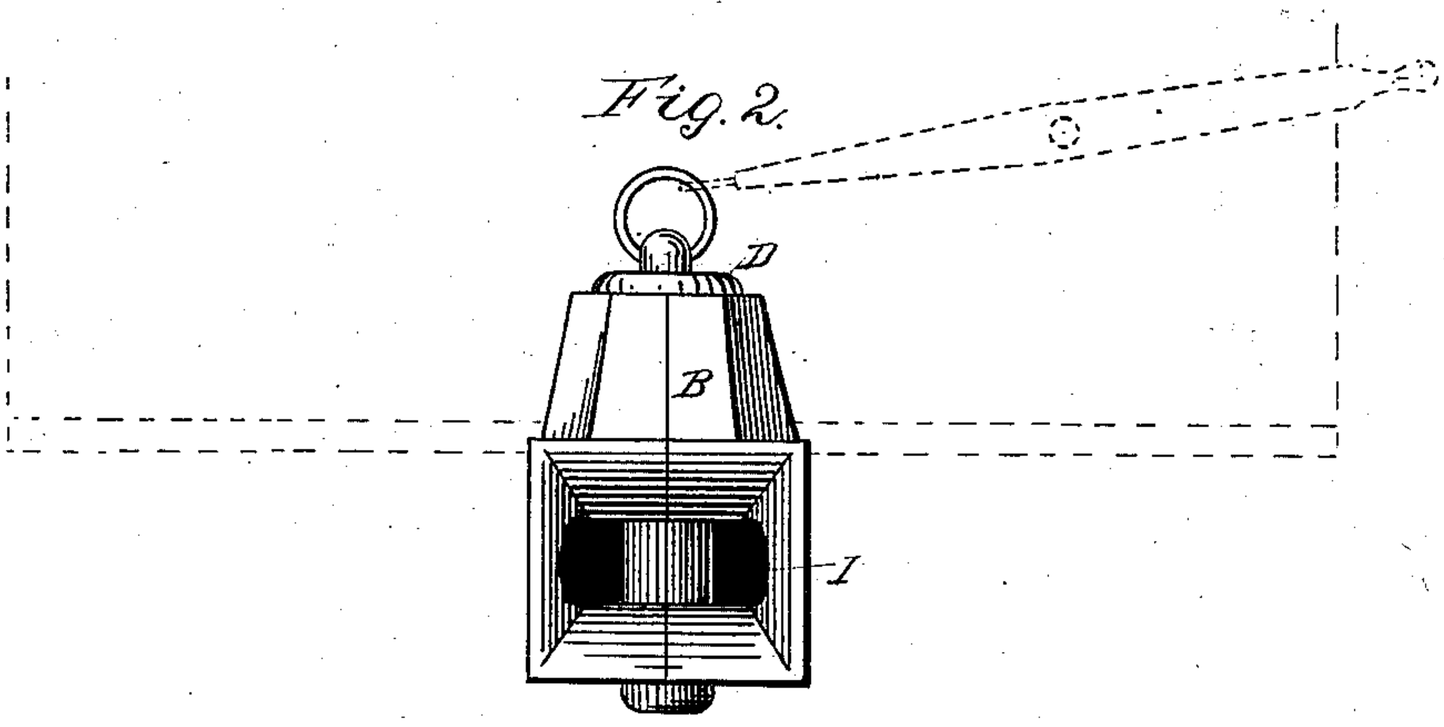


Fig. 3.

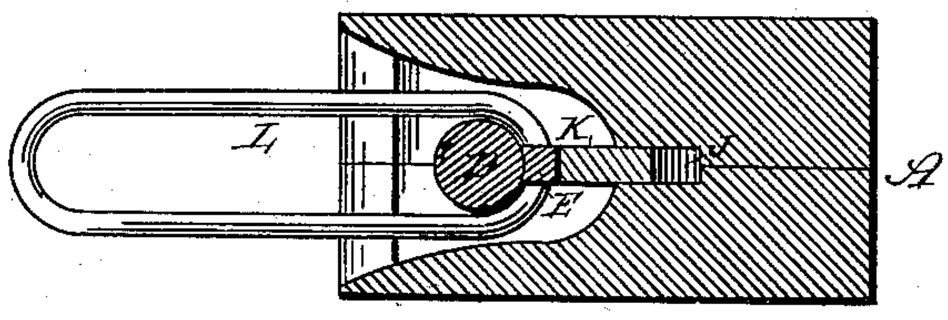


Fig. 4.




Witnesses:

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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 255,154, dated March 21, 1882.

Application filed January 28, 1882. (Model.)

*To all whom it may concern:*

Be it known that we, WALTER H. FARRA, WILLIAM J. CLANAHAN, and JOHN EILLES, of Mount Jackson, in the county of Shenandoah and State of Virginia, have invented certain new and useful Improvements in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a longitudinal sectional view of our improved car-coupling. Fig. 2 is a front view. Fig. 3 is a horizontal sectional view, and Fig. 4 is a view of the coupling-pin detached.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to automatic or self-acting car-couplings; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, A represents the draw-head of our improved coupling, which is constructed with a neck, B, having a vertical perforation, C, to receive the coupling-pin D. The latter is formed with a flange, E, upon its rear side, said flange fitting in a recess, F, formed in the draw-head, and extending rearwardly from the opening C, in which the coupling-pin slides. The upper end of the slot or recess F is closed by a cap or plate, G, held in place by screws H, which may be removed when, for any reason, it is desired to withdraw the coupling-pin.

I is the mouth of the draw-head, which receives the coupling-link L, which latter may be of the usual well-known construction. In rear of the mouth I is formed a recess, J, extending downward between two lugs, M, formed upon the under side of the draw-head. Pivoted between said lugs upon a pin, N, is a latch, K, the upper end of which is free and capable of swinging in the recess J, the weight or gravity of said latch tending to swing it in a forward direction toward the coupling-pin. In the mouth of the draw-head, upon the lower side of the same, and near the front, is formed a hook, O, with its beveled side facing the front, for the purpose which will be presently described.

The operation of our invention is as follows: The link L is adjusted in the draw-head of one car, and the coupling-pin of the draw-head of the adjoining car is raised, thus permitting the gravity-latch to fall forward and support the coupling-pin in an elevated position by engaging the flange upon its rear side. By depressing the coupling-pin of the first car its flange will force the rear end of the link in a downward direction, said link being supported, as it were, upon the hook or ridge O, thus raising or lifting the front end of the link until it registers with the mouth of the draw-head of the next car, which it will thus infallibly enter when the cars come together. On entering the link strikes the latch K, driving it back, and thus releasing the pin and permitting it to drop and complete the coupling.

In Fig. 2 of the drawings we have shown a simple arrangement of levers, by which the coupling-pin may be operated without necessity for going between the cars.

By pivoting the latch K, as herein described, upon the pin N, between the lugs M, the latch may be at any time readily removed by withdrawing the pin, when the latch may be slipped out between the lugs or flanges. The device may be thus readily repaired when out of order, and this construction also prevents dust and sand, which may be blown into the draw-head, from filling and clogging the same and interfering with or preventing the operation of the latch.

Having thus described our invention, we claim and desire to secure by Letters Patent of the United States—

As an improvement in car-couplings, the draw-head A, having neck B, openings C, recess F, cap-plate G, recess J, lugs M, pivoted latch K, and transverse beveled or hook-shaped ridge O, in combination with the pin D, having flange E, all constructed and operating as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

WALTER H. FARRA.
WILLIAM J. CLANAHAN.
JOHN EILLES.

Witnesses:
L. TRIPLETT, Jr.,
SAMUEL W. RINKER.