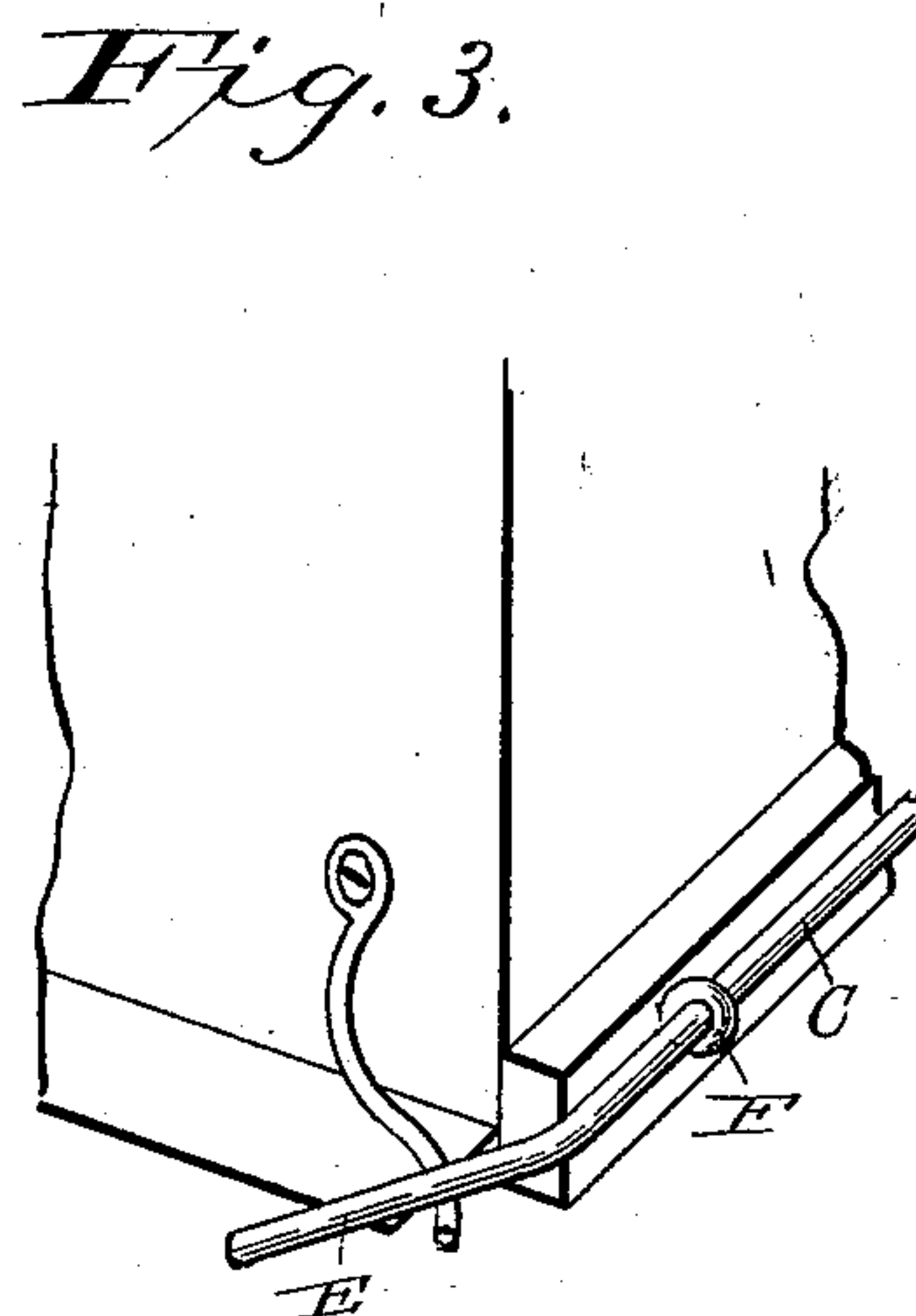
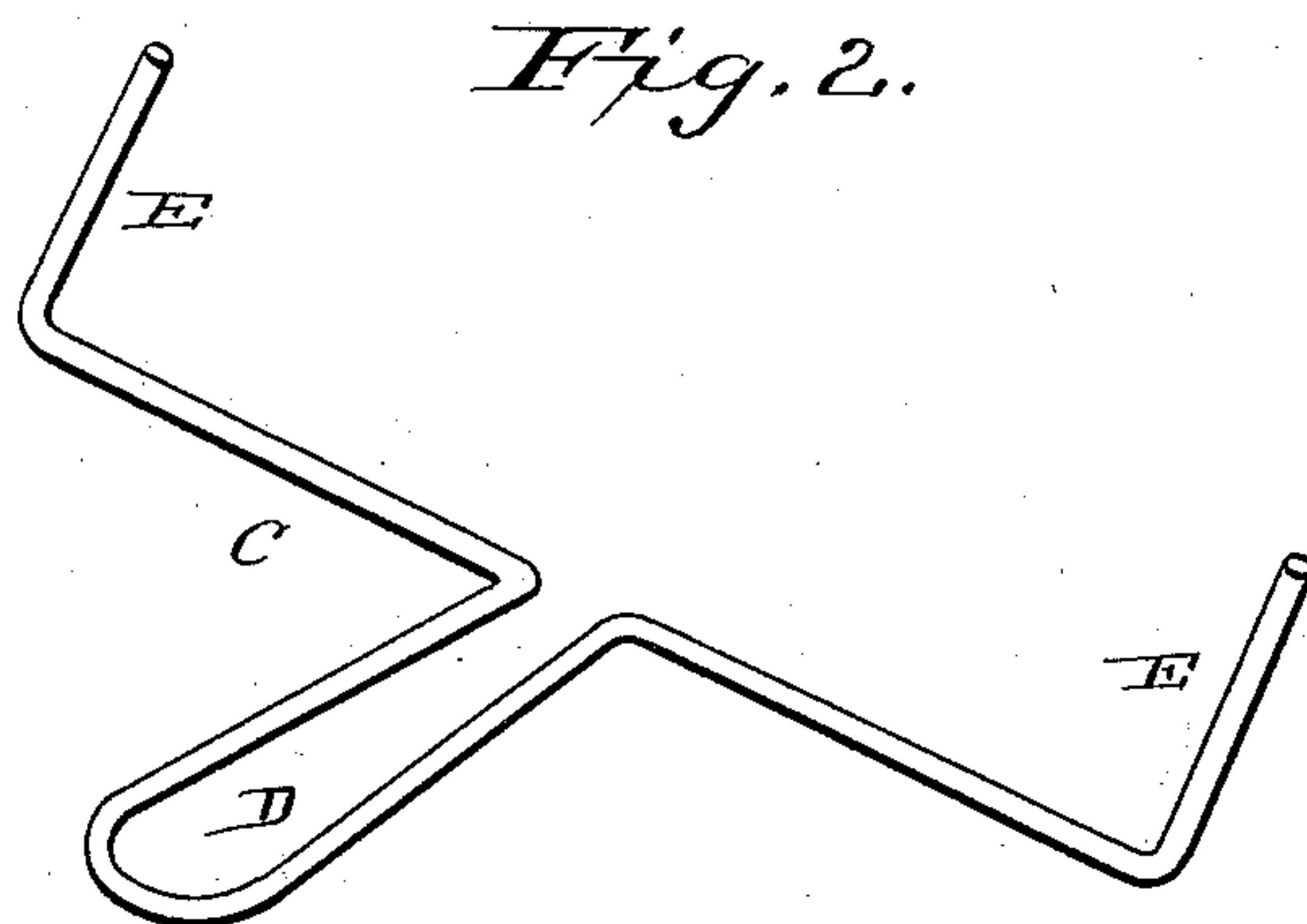
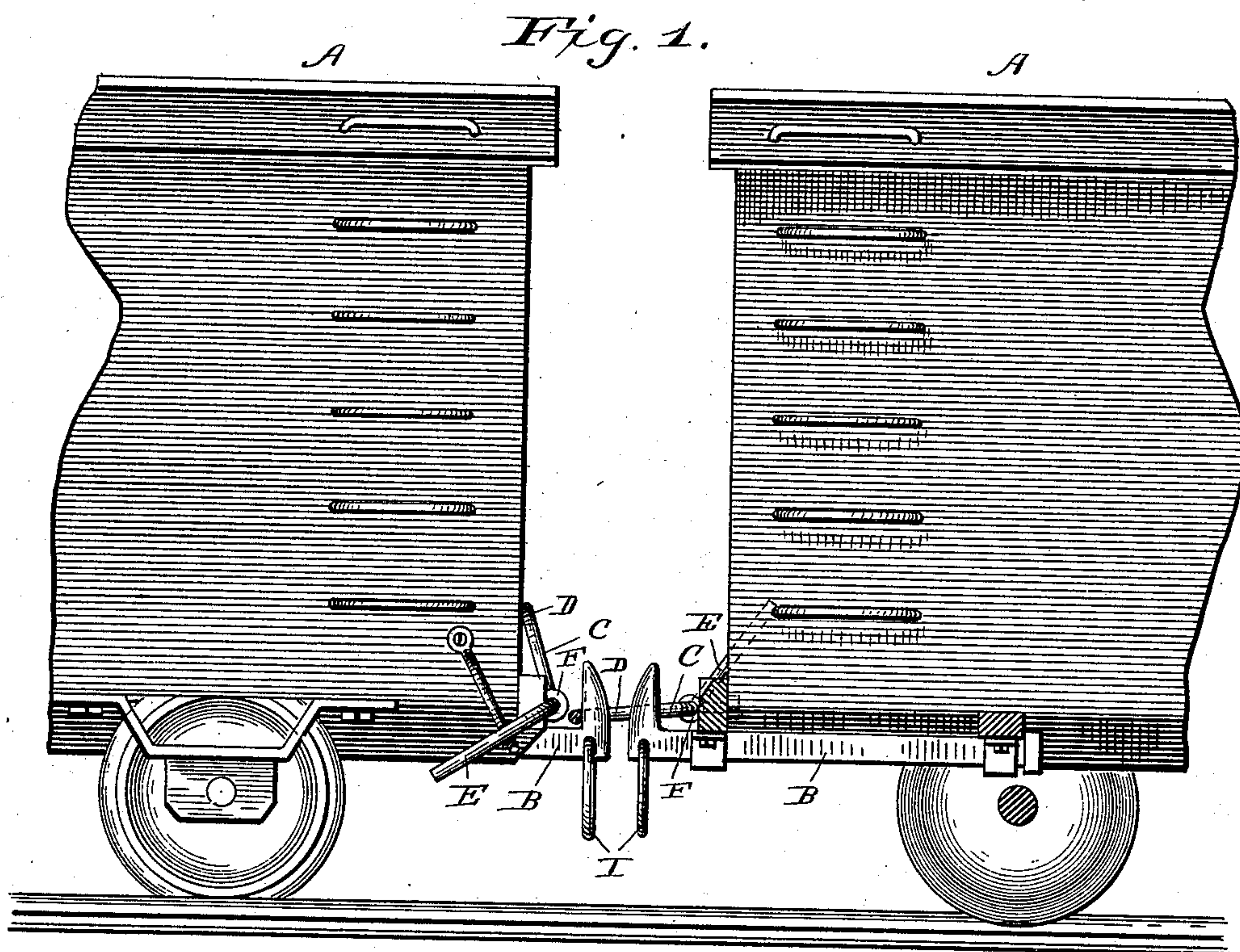


(No Model.)

T. FARMER.
CAR COUPLING.

No. 364,914.

Patented June 14, 1887.



WITNESSES
Charles Davis
John S. Johnson

INVENTOR
Thomas Farmer
By *J. A. F. Bovard*
Attorney

UNITED STATES PATENT OFFICE.

THOMAS FARMER, OF OIL CITY, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 364,914, dated June 14, 1887.

Application filed March 12, 1887. Serial No. 220,728. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FARMER, residing at Oil City, in the county of Venango and State of Pennsylvania, have invented a certain new and useful Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the invention.

This invention relates to certain improvements in car-couplers; and it has for its objects to so construct the coupling mechanism and devices that the same can be operated from either side of the car, thereby avoiding the necessity of entering between the contiguous ends of the cars composing the train, thus obviating all danger of injury to the train-hands, and enabling the cars of the train to be readily uncoupled in case of accidents, so as to prevent the spread of fire throughout the train in case one or more of the cars should become ignited, as more fully hereinafter specified. These objects I attain by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of the contiguous portions of two cars of a train, showing my coupling mechanism; Fig. 2, a detached perspective view of a coupling-lever forming part of my invention; and Fig. 3, a detached perspective view of one end of a car, showing the coupling-lever and spring for holding the same when elevated.

The letter A indicates two contiguous cars of any description, and B the draw-bars thereof, which are secured underneath the cars in any convenient manner. The projecting ends of the draw-bars are bent upwardly, and are beveled on their outer faces, so as to cause the loop of the coupling-lever to ride up and over the ends of the same automatically when the cars come together, in case the loop of said coupling-lever should be down, thus preventing injury to the same when the cars abut.

The letter C indicates the coupling-levers. These consist each of a metallic rod bent centrally, so as to form a loop, D, and at right angles at each end, so as to form handles E, by

which it may be operated from either side of the car. The lever is fulcrumed in journal-bearings F, secured to the transverse sills or beams G at the ends of the car in such manner that the loop may be raised to clear the hooks of the draw-bars or engage the same at will.

The letter H indicates a curved spring. Two of these are secured to each end of the car on opposite sides, in such position as to engage the bent outward ends of the coupling-levers, and hold the same, whether thrown up or down, to prevent accidental shifting. The loop of the levers is made heavy enough to overbalance the full weight of the same, so that when down over the hook its gravity will tend to keep it in position.

The letter I indicates two pivoted links secured to the respective draw-heads of the car. These are intended to be used in coupling with a car having an ordinary coupling-head, instead of the loose links heretofore employed.

As constructed it will be seen that the coupling devices may be operated entirely from the sides of the car without any necessity of working between the same, and that by means of the curved spring the coupling-lever may be held either up or down, thus avoiding the danger attendant upon the ordinary methods of coupling.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the draw-heads of the cars having hooked extremities, of the coupling-levers journaled in bearings secured to the ends of the cars, the said levers being provided with bent arms at their projecting ends, and the curved springs, whereby the levers are held in upright position, substantially as specified.

THOMAS FARMER.

Witnesses:

R. B. MAGEE,
J. H. MAGEE.