

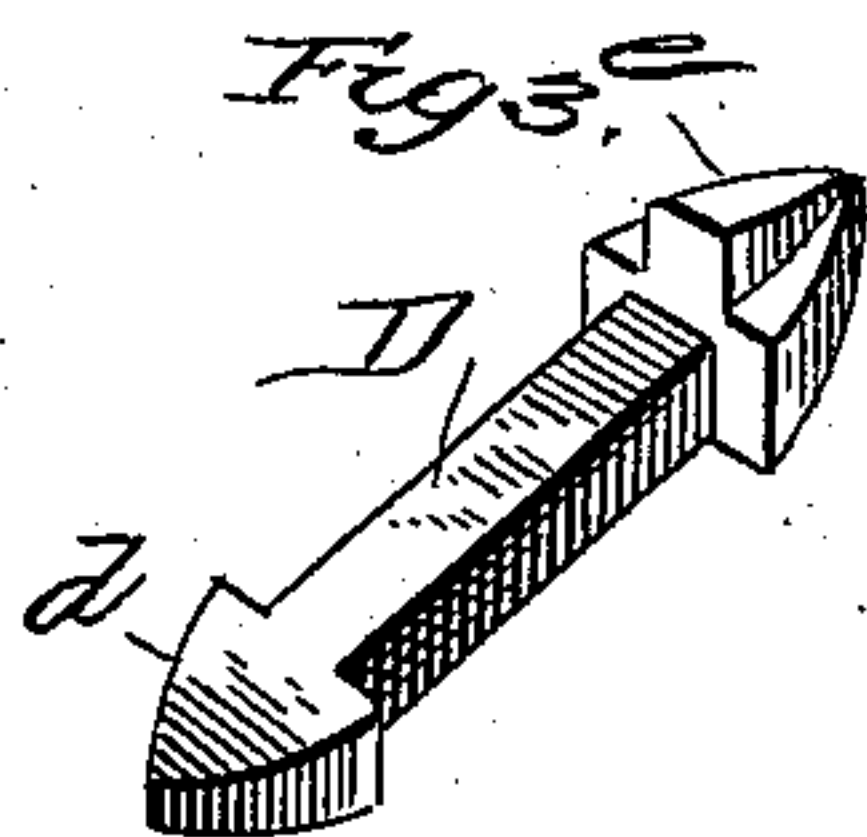
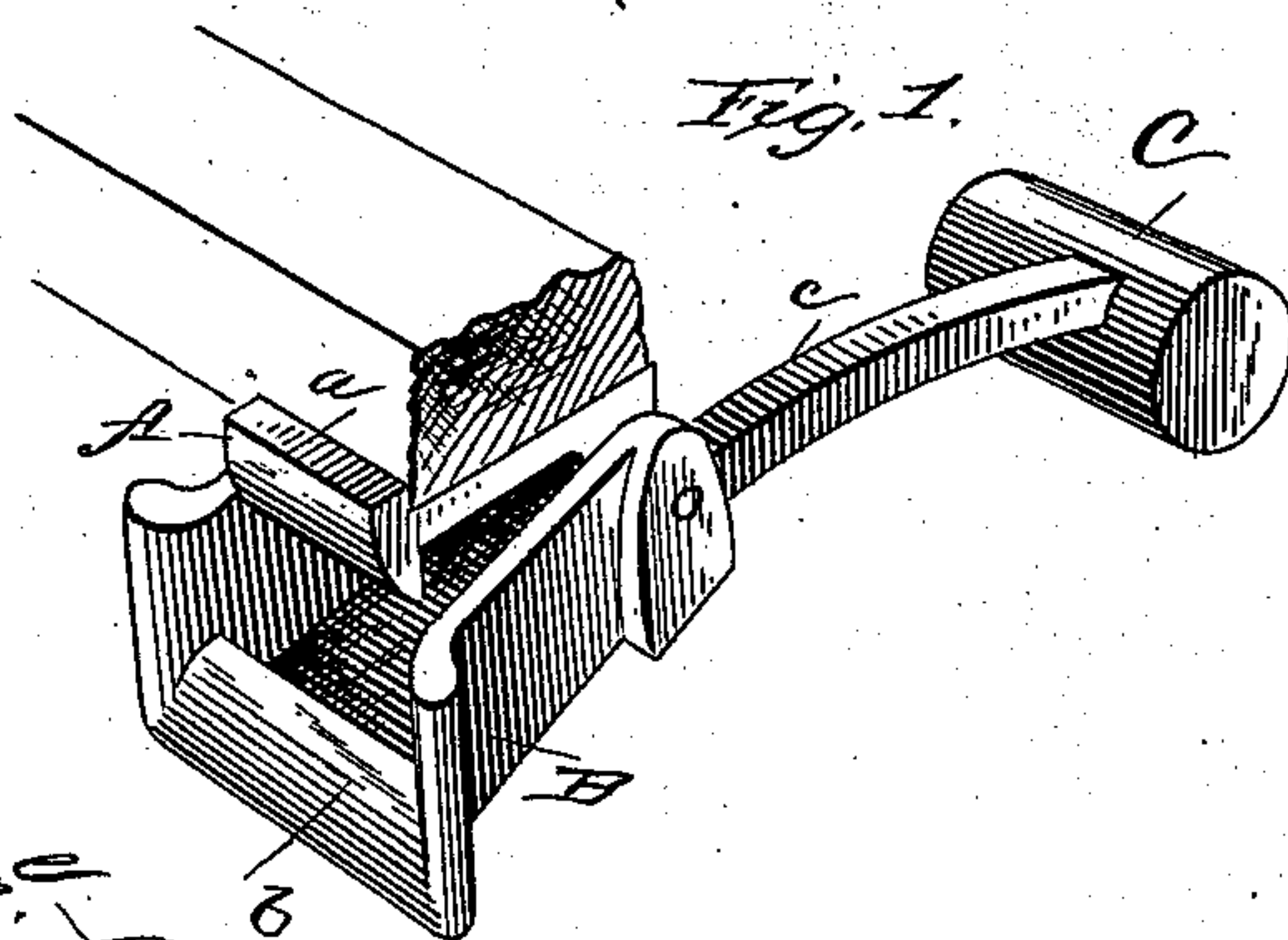
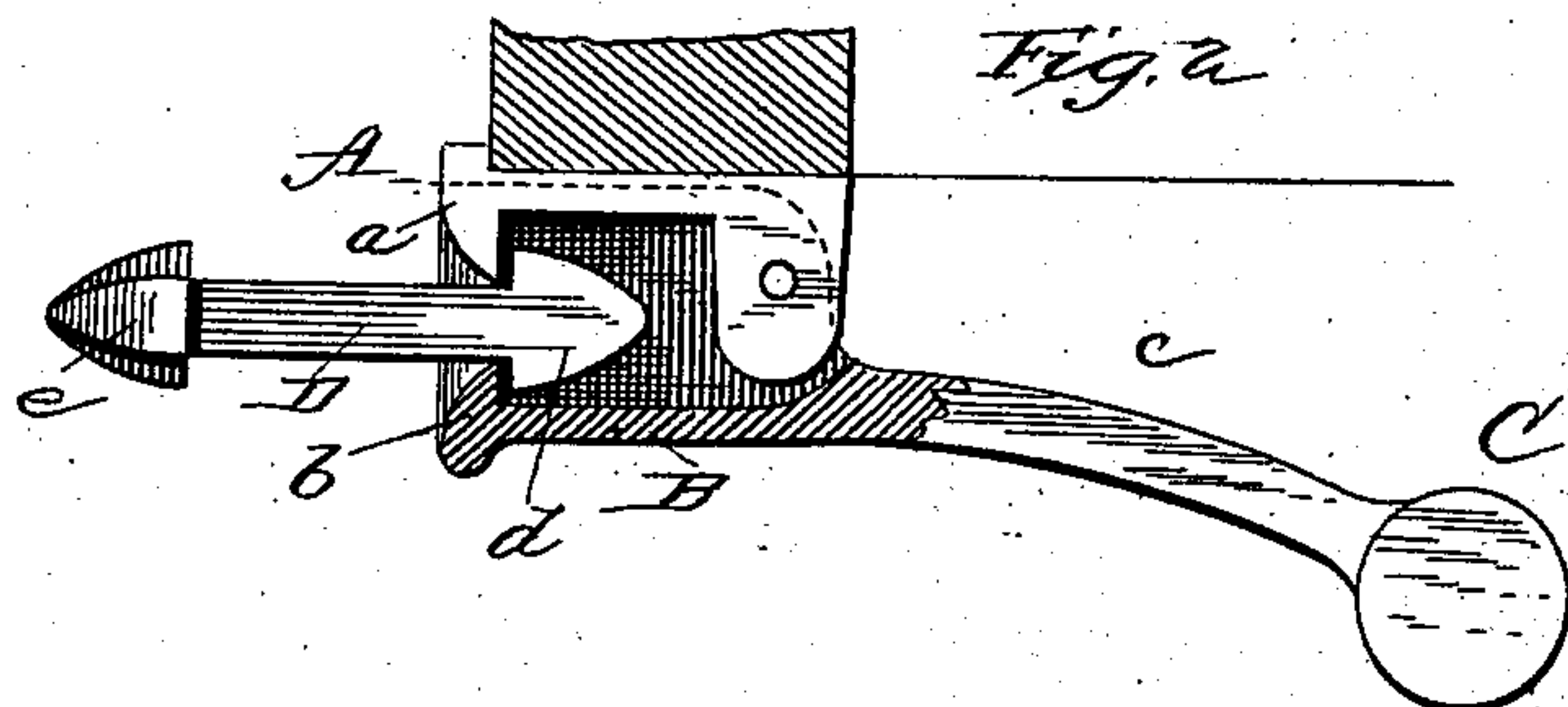
(No Model.)

S. FAIRMAN.

CAR COUPLING.

No. 381,352.

Patented Apr. 17, 1888.



Attest
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UNITED STATES PATENT OFFICE.

SIMON FAIRMAN, OF BALTIMORE, MARYLAND, ASSIGNOR TO BENJAMIN G. HARRIS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 381,352, dated April 17, 1888.

Application filed November 23, 1887. Serial No. 256,007. (No model.)

To all whom it may concern:

Be it known that I, SIMON FAIRMAN, of Baltimore, in the State of Maryland, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention hereinafter set forth, and for which I desire to obtain Letters Patent of the United States, is an improved coupling for railway-cars, designed to be automatic in its operation without the use of springs and to reduce the parts to the simplest possible form.

It consists in the special construction and operation hereinafter described and particularly claimed. It is shown in the accompanying drawings, in which—

Figure 1 represents a front perspective view, the jaws being shown as separated. Fig. 2 represents a central longitudinal section of the entire coupling. Fig. 3 is a perspective view of the coupling-link.

In the drawings, A represents a fixed part of the jaws, which holds the coupling-link. It may be cast or forged, and has a shoulder, *a*, on the forward end, projecting outward when the part is bolted to the cross-beam of the car-frame. The rear part has a lug to which the movable jaw is pivoted.

The movable jaw B is formed in the front end like an ordinary draw-head, except that it is open on the upper side and has a shoulder, *b*, corresponding to the shoulder on the part A, being rounded in front and vertical in their rear faces. The cavity in the lower part, B, is adapted to the part A, so that when the movable part is pivoted to the fixed it fits over the fixed. The rear of the movable part B is provided with an arm, *c*, slightly bent outward and having on its rear end a weight, C. This weight keeps the front end of the part B normally closed, so that its shoulder forms, with the shoulder on the fixed part, a pair of jaws, held together by the weight, but adapted to yield and admit the head of the coupling-links.

The link D is formed upon one end with a head, *d*, approximately arrow-head in shape, adapted, when entering the jaws, to press them apart and hook behind the shoulders. The other end of the coupling-link is formed with a similar coupling-head in the same plane, but provided with an inclined projection, *e*, like one side of the arrow-head, and with its vertical face in the same plane as those of the head, but a quarter turned therefrom. This construction allows the coupling-link to be turned so as to bring the plane arrow-head flatwise in the jaws of one car, while the other head is held by the supplemental shoulder *e* in the jaws of the contiguous car.

In uncoupling, the link may be turned by any suitable instrument, so that one head will be released while the other is held, and the cars may be thus separated. Each coupling, therefore, is formed of only two parts, one fixed and one movable, and the coupling is made automatic without the use of springs, and is consequently more durable.

I claim as my invention—

1. A coupling-head for cars, composed of a fixed part, A, having a shoulder, *a*, and a part, B, hinged thereto, having a cavity fitting over the fixed part, a shoulder corresponding to the shoulder *a*, and a rear weighted arm, all substantially as described.

2. A coupling-head for cars, composed of a fixed part having a shoulder, *a*, and a part, B, hinged thereto, having a cavity fitting over the fixed part, a shoulder corresponding to the shoulder *a*, and a rear weighted arm, in combination with a link having arrow-head-shaped ends and the additional half-heads *e*, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SIMON FAIRMAN.

Witnesses:

JNO. T. MADDOX,
HENRY ROTH.