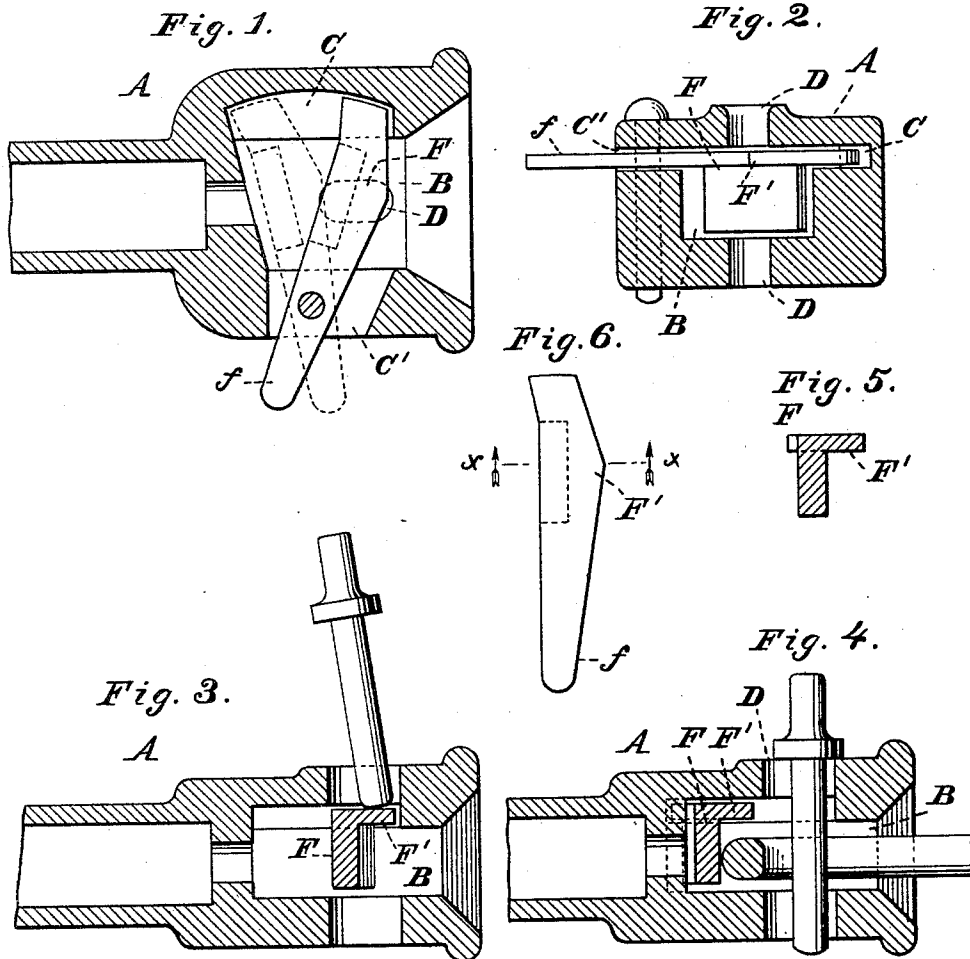


(No Model.)

W. H. GARLOCK.
CAR COUPLING.

No. 459,250.

Patented Sept. 8, 1891.



WITNESSES:

Villette Anderson,
Geo. M. Anderson

INVENTOR

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UNITED STATES PATENT OFFICE.

WILLIAM HENRY GARLOCK, OF SEATTLE, WASHINGTON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 459,250, dated September 8, 1891.

Application filed April 29, 1891. Serial No. 390,925. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY GARLOCK, a citizen of the United States, and a resident of Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a horizontal section. Fig. 2 is a vertical transverse section. Figs. 3 and 4 are vertical longitudinal sections. Figs. 5 and 6 are detail views.

This invention has relation to certain improvements in car-couplings; and it consists in the novel construction thereof, as herein-after set forth.

In the accompanying drawings, illustrating the invention, the letter A designates the draw-head having the longitudinal link-receiving recess or chamber B. On each side of this chamber at its interior portion is a recess CC', the latter extending through the side wall of the chamber and communicating with the surface.

D represents the vertical pin-aperture intersecting the chamber A.

Pivoted in the recess C' is the pin support or holder F, having between its pivoted point and the opposite end, which moves freely in the recess C, an extension or projection F', normally lying in the path of the pin, which it supports when the parts are in uncoupled

position. An arm *f* of the pin-support projects outwardly from the pivoted point through the recess C' in position to be grasped and operated by the hand. It will be seen that the link of an approaching car, entering the chamber A, will strike the pin-support F, forcing it backwardly and allowing the pin to fall and effect the coupling. Any suitable device may be employed to lift the pin and effect the uncoupling.

It will be seen that the action of coupling is entirely automatic, obviating any necessity of going between the cars.

Having described this invention, what I claim as new, and desire to secure by Letters Patent, is—

In a car-coupling, a draw-head formed with a longitudinal link-receiving chamber B, having at each side at its interior portion a recess C or C', said recess C' extending through the wall of said link-receiving chamber, an arm F, pivoted in said recess C' and extending across the chamber B and into the recess C, said arm having an angular plate-like portion F' normally lying in the path of the pin and forming a support therefor when the cars are uncoupled, the walls of said recess C and C' being beveled to permit the play therein of said holder, said holder also being projected outwardly through the recess C' beyond its pivotal point to form a handle, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM HENRY GARLOCK.

Witnesses:

C. A. MCKENZIE,
GEO. E. DOW.