(No Model.)

B. L. FARQUHAR.

WAGON COUPLING.

No. 339,395. Patented Apr. 6, 1886.

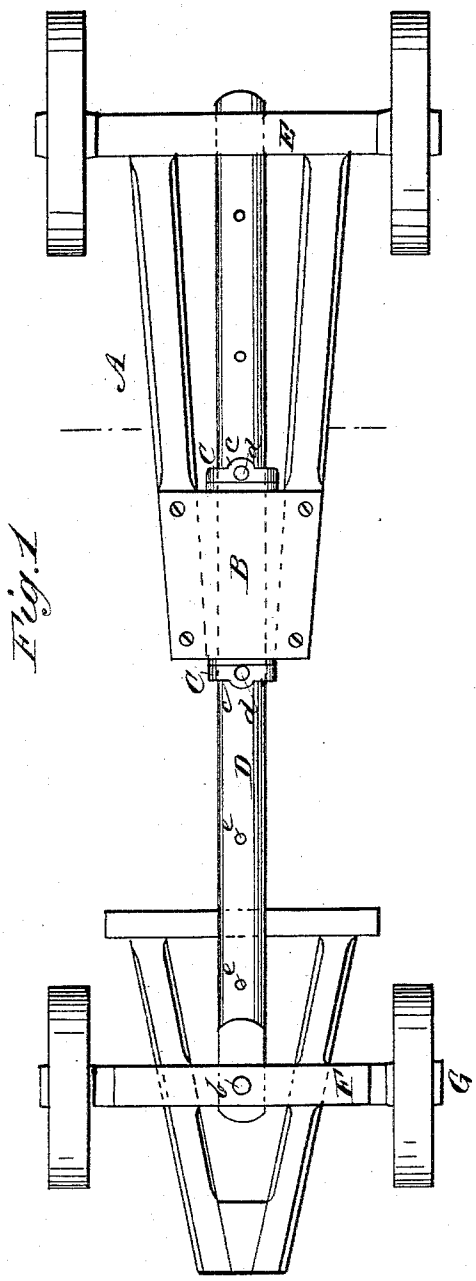


Fig. 1.

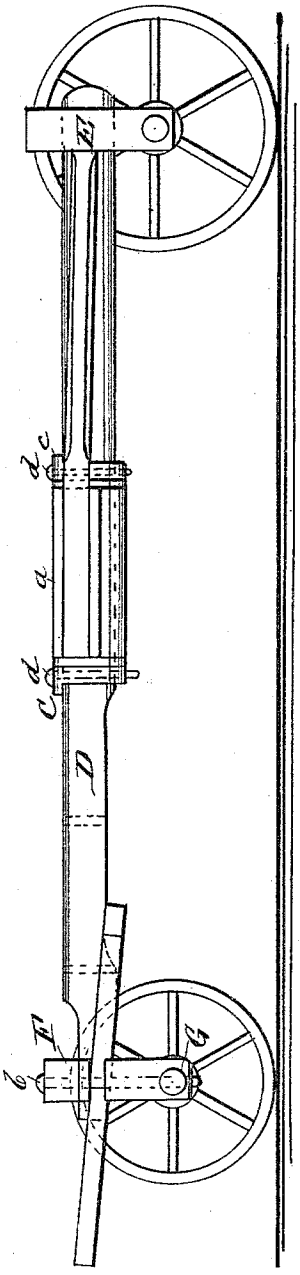


Fig. 2.

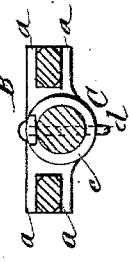


Fig. 3.

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UNITED STATES PATENT OFFICE.

BENJAMIN LAWRENCE FARQUHAR, OF GRATIS, OHIO.

WAGON-COUPLING.

SPECIFICATION forming part of Letters Patent No. 339,395, dated April 6, 1886.

Application filed January 8, 1886. Serial No. 188,001. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN LAWRENCE FARQUHAR, of Gratis, in the county of Preble and State of Ohio, have invented a new and useful Improvement in Wagon-Couplings, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a plan view. Fig. 2 is a side elevation. Fig. 3 is a transverse section taken on line *x x* in Fig. 1.

Similar letters of reference indicate corresponding parts in the different figures of the drawings.

The object of my invention is to provide an improved coupling for connecting the front and rear ends of a wagon.

The invention consists of the combination of parts, including their construction, substantially as hereinafter described, and pointed out in the claim.

To the forward ends of the bars A of the rear hound is secured a casting, B, formed of a sleeve, C, provided at opposite sides with the flanges *a*, between which the side bars, A, of the hound are received. The wagon reach D, which is of cylindrical form, is received in the sleeve C and extends backward through a round hole formed in the rear bolster, E. The forward end of the reach D is flattened, and extends between the forward bolster, F, and the axle G, and is secured by the king-bolt *b* in the usual way.

Upon the reach D are placed two rings, *c*, which are bored transversely to receive the pins *d*, which pass through the rings, and also through holes *e*, formed in the reach D. The rings *c* are to prevent the reach D from moving endwise in either direction through the sleeve C, but they do not prevent the reach from turning freely in the sleeve when either the reach or the sleeve is revolved. The series of holes *e* permits of changing the position of the rings *c* on the reach D, to lengthen or shorten the wagon to adapt it to any particular use.

It will be seen that in passing over an uneven road that either the forward or the rear axle may be inclined at any angle without straining the reach, or the rear hound or bringing undue strain upon the king-bolt, and in case of the wagon turning over it avoids breakage by allowing the reach to turn freely and independently of its attachment to the rear part of the running-gear of the wagon. The arrangement of the rings *c* upon the reach gives an even bearing-surface, so that the reach is not bent or strained laterally while in ordinary use.

My improvement possesses the additional advantage of lightening the draft of the wagon, as in reaches as commonly applied the resistance offered to the tipping of one of the axles independently of the other occasions a strain, which requires the expenditure of force to overcome.

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

The combination, with the rear hound and apertured reach, of the casting having extending centrally through it and projecting from its ends a sleeve to receive the reach and flanges at its sides to receive the hound side bars, and apertured rings resting against the projecting ends of said sleeve of casting, and receiving, adjusting, and holding pins, also passing through the reach, substantially as and for the purpose set forth.

BENJAMIN LAWRENCE FARQUHAR.

Witnesses:

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