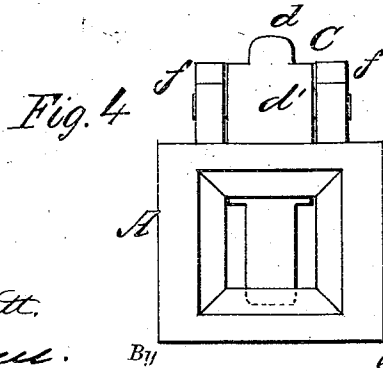
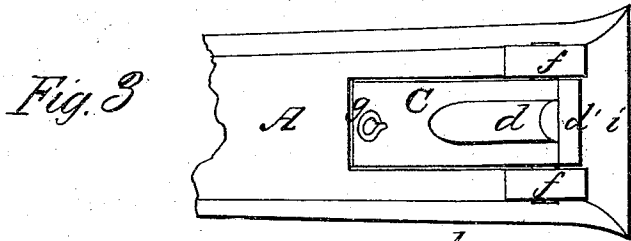
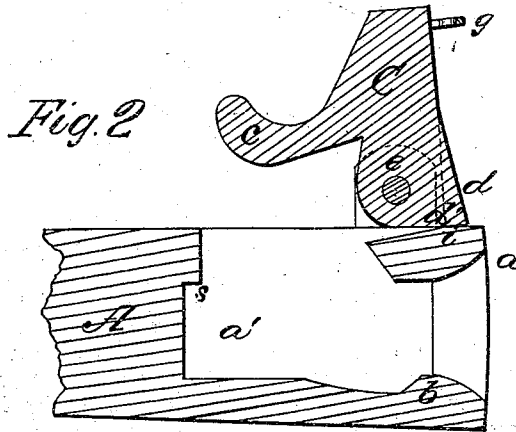
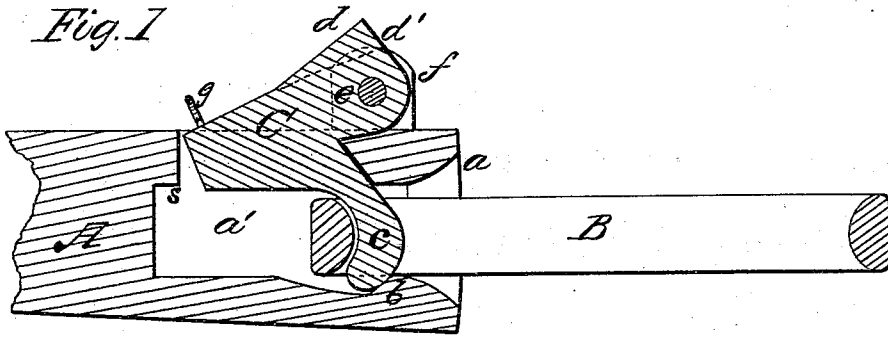


E. P. TERRELL.  
Car-Couplings.

No. 153,398.

Patented July 21, 1874.



WITNESSES  
*Robert Everett.*  
*Geo. C. Upham.*

INVENTOR  
*Enoch P. Terrell*  
*Chipman & Co.*  
ATTORNEYS,

# UNITED STATES PATENT OFFICE

ENOCH P. TERRELL, OF HARPER, OHIO.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 153,398, dated July 21, 1874; application filed March 28, 1874.

*To all whom it may concern :*

Be it known that I, ENOCH P. TERRELL, of Harper, in the county of Logan and State of Ohio, have invented a new and valuable Improvement in Car-Couplers; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figures 1 and 2 of the drawings are representation of sections of my car-coupling. Fig. 2 is a plan view, and Fig. 4 an end view, of the same.

This invention has relation to automatic car-couplers; and it consists in a gravitating hooked coupler having its interior surface longitudinally concave, so that it may nicely adapt itself to the convex interior surface of the end of a coupling-link, and allow the outer end of said link to be elevated or depressed, thereby adapting said outer end to be received into a draw-bar, differing in height, of an approaching car, which is pivoted to ears on the draw-bar and arranged to drop into a slot which is back of the mouth of the said bar, in combination with a lip or shoulder, which is formed on the coupler and adapted to support it in an upright position, as will be hereinafter explained.

In the annexed drawings, A designates a draw-bar, having a flaring mouth, *a*, back of which is a recess for receiving a coupler, C, and a link, B. This draw-bar is also constructed with a front shoulder, *b*, and a rear shoulder, *s*, shown in Figs. 1 and 2. The front shoulder *b* of this draw-bar serves as a support for the coupling-link. C designates the coupler, which is connected to two ears, *f f*, on the top of the draw-bar, by means of a horizontal transverse pivot, *e*, which allows the coupler to assume the two positions indi-

cated by Figs. 1 and 2. This coupler has a hooked portion *c* formed on one side of it, and a lip, *d*, formed on the opposite side, which latter terminates in a flat end, *d'*. The chain for lifting the coupler to release the link B will be attached to an eye, *g*, on the free end of this coupler.

When the coupler is in the position shown in Fig. 1, and the end of a link, B, is thrust into the draw-bar A, the hook *c* will be moved back until the end of the link passes beneath it when it will fall forward against the shoulder or stop *b*. To uncouple, it is only necessary to raise the coupler until the hook *c* passes above the link. If, after uncoupling, it is desired to move cars together without coupling them, the coupler C is adjusted in an upright position, shown in Fig. 2, in which position it will be sustained by the flat end *d'* of the lip *d* resting on the flat surface *i* of the draw-bar.

I am well aware that the patent of John H. Burrell, Jr., dated January 20, 1874, No. 146,650, shows a similar coupling-arm, and therefore I do not claim such invention broadly; but

What I claim as new, and desire to secure by Letters Patent, is—

The gravitating pin C, having the supporting-surface *d'* and the hooked part *c*, the latter concave on the interior surface thereof to adapt itself to the convex interior surface of the end of a coupling-pin, in combination with the front shoulder *b* of the draw-bar, thereby permitting a vertical hinge-like movement to be given to said link, as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ENOCH PROVOLT TERRELL.

Witnesses:

N. H. JONES,  
JOHN SHURR.