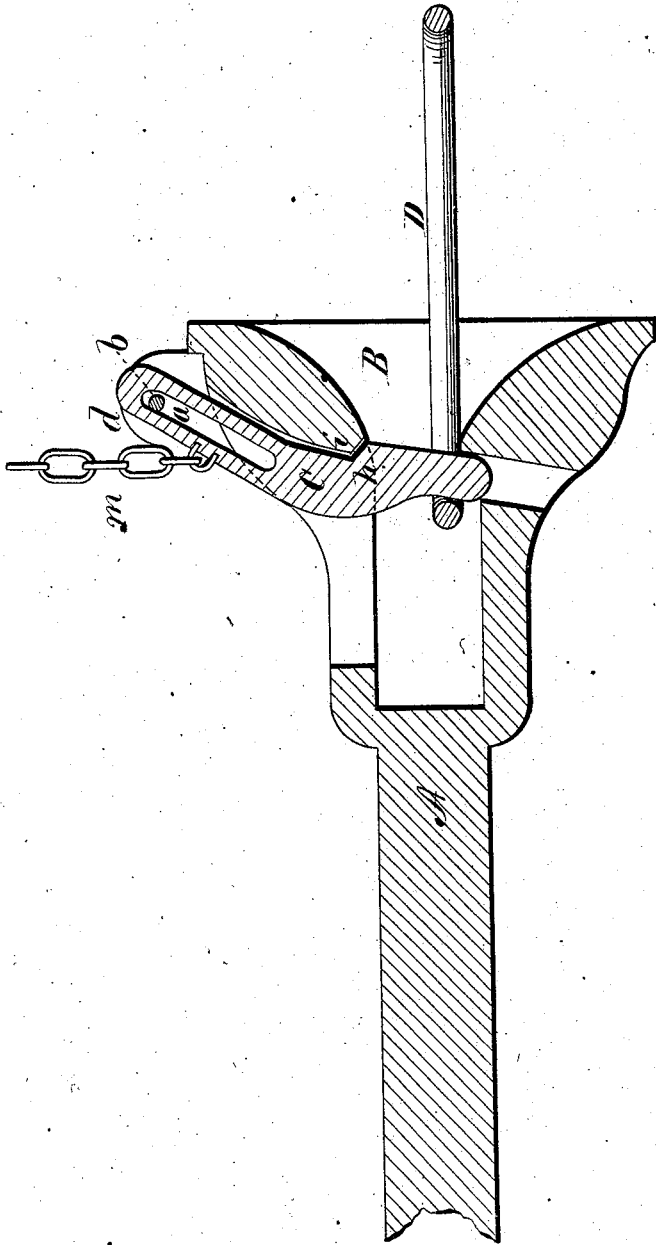


J. YEAGLY.  
Car-Coupling.

No. 161,850.

Patented April 6, 1875.



WITNESSES  
*Frank L. Ourand*  
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INVENTOR  
*John Yeagly*  
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# UNITED STATES PATENT OFFICE.

JOHN YEAGLY, OF FREDERICKSBURG, OHIO.

## IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **161,850**, dated April 6, 1875; application filed February 4, 1875.

*To all whom it may concern:*

Be it known that I, JOHN YEAGLY, of Fredericksburg, in the county of Wayne and in the State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a longitudinal section of my car-coupling.

A represents an ordinary bumper or draw-head for railroad-cars provided with the flaring mouth B. The top of the draw-head is slotted longitudinally, as shown, for the passage of the coupling-pin C. The upper end of this pin C is provided with a longitudinal slot, *a*, through which passes a pin, *b*, to fasten the pin between two ears, *d d*, on top, at the front end of the draw-head. The pin C is provided with a beveled shoulder, *h*, near the center, about one inch from the lower end of slot *a*, as shown. When the pin is dropped through the ordinary coupling-link D in coupling, this beveled shoulder engages a similar shoulder, *i*, on the inside of the draw-head A, thus preventing the pin from working out. The lower end of the pin bears against a lip or shoulder, *f*, in the bottom of the draw-head. A coupling thus constructed with a rod, cord, or chain, *m*, attached to the pin, and extending

to the top of the car, can be uncoupled from the top without running the risk of being crushed by climbing down—on freight-cars—to draw the pin. It is self-coupling, and the pin, being attached in the manner described, cannot become loose.

I do not claim a coupling-pin having a large opening in its center, through which is passed a connecting-shaft to prevent its disengagement from the draw-head, and allow its movement on the arc of a circle within a slot in the draw-head, as I am aware that such is not new. With my invention the pin is narrow and slightly angular at the top part, so that a straight upward pull will not allow it to rise. The slot *a* in the pin is just wide enough to allow a free movement up and down; hence it is perfectly guided down into the narrow recess in the bottom of the draw-head. This recess is of a width about equal to the width of the pin, so that the link cannot get caught under the pin and accidentally throw it up.

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

The combination of the draw-head A, having a large slot in the upper side, a narrow opening in the under side, and having ears *d d*, and beveled shoulder *i*, with the bent pin C, having a narrow elongated and inclined slot, *a*, and shoulder *h*, all constructed substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 31st day of December, 1874.

JOHN YEAGLY.

Witnesses:

DANIEL COSPER,  
W. S. PEPPARD.