

D. C. MORRIS.
Car-Coupling.

No. 161,978.

Patented April 13, 1875.

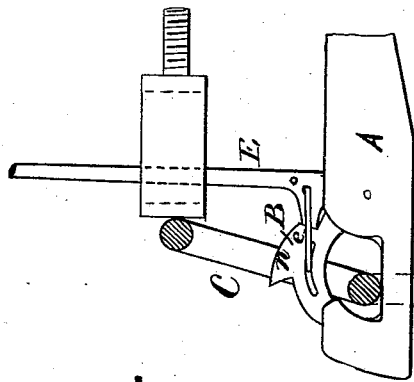


FIG. 1.

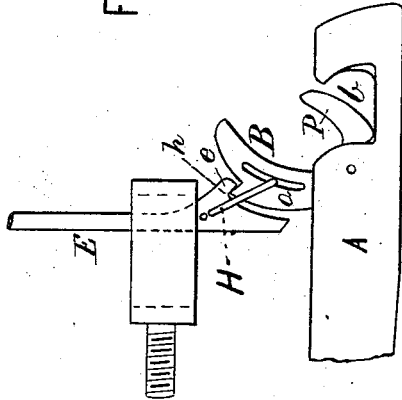


FIG. 2.

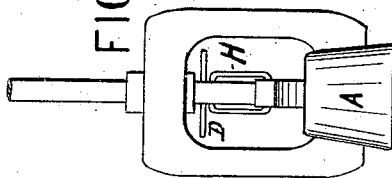


FIG. 3.

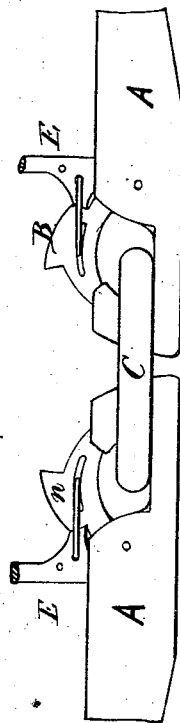


FIG. 4.

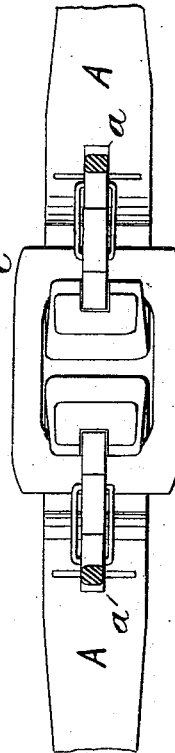
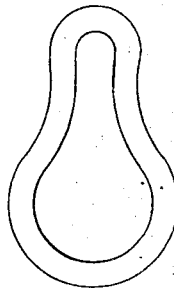


FIG. 5.



WITNESSES

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UNITED STATES PATENT OFFICE.

DEMCY C. MORRIS, OF NEW SHARON, IOWA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **161,978**, dated April 13, 1875; application filed February 16, 1875.

To all whom it may concern:

Be it known that I, DEMCY C. MORRIS, of New Sharon, county of Mahaska and State of Iowa, have invented an Improved Car-Coupling, of which the following is a specification:

The following description, taken in connection with the accompanying plate of drawings hereinafter referred to, forms a full and exact specification, wherein are set forth the nature and principles of the invention, by which the same may be distinguished from others of a similar class, together with such parts thereof as are claimed as new and are desired to be secured by Letters Patent of the United States.

My invention relates to that class of couplings which are made use of for connecting railway-cars; and the nature thereof consists in certain improvements in the construction of the same, hereinafter shown and described.

In the accompanying plate of drawings, in which corresponding parts are designated by the same letters, Figure 1 illustrates the draw-heads, with the link raised. Fig. 2 is a front view of the bumper-head. Fig. 3 shows the draw-heads coupled. Fig. 4 is a plan of the draw-heads. Fig. 5 is a plan of a modified link to use with my draw-head.

In the said drawings, A designates the bumper-heads attached to two adjacent cars, each of which is provided with a transverse groove, *b*, for the reception of the coupling-link C, and a longitudinal aperture, *a*, within which is pivoted the locking device B, which is held in position when lowered by the projection *e* upon the rod E, which drops into that portion of the longitudinal aperture *a* which is immediately behind the part B. A

notch, *h*, is cut immediately below the projection *e* for the reception of the lug *n*, formed upon said part B. The said rod E and part B are attached together by the connecting-link H, which works in a slot, *o*. The operation of my improved coupling is as follows: When the bumpers strike each other the concussion causes the coupling-link to describe the arc of a circle, and the top thereof to strike against the projection P, thereby forcing it downward, and causing the locking device to become disengaged from the rod, and to assume the position clearly shown in Fig. 4. At the same time the lower part of the rod E drops into the space behind the said locking device and prevents it from being forced backward.

When it is desired to uncouple the cars it is only necessary to raise the rod E, which causes the part B to swing upward and allow the link to slip over the bumper-head. The rod may be raised from the top of the car or from the sides thereof by means of the transverse rod D, as shown.

Having thus described the construction of my invention, I claim and desire to secure by Letters Patent of the United States—

The bumper-heads A, provided with a transverse groove, *b*, and longitudinal aperture *a*, the locking device B, provided with aperture *o*, the rod E, provided with a lug, *n*, and the link H, all combined to act together, as described.

In testimony that I claim the foregoing I have hereunto set my hand.

DEMCY C. MORRIS.

Witnesses:

YVON PIKE,
ALBION K. PARRIS.