2 Sheets--Sheet 1.

L. C. MAYES & J. S. MURPHY.

Car-Coupling.

No. 167,184. Patented Aug. 31, 1875.

Fig. 1.

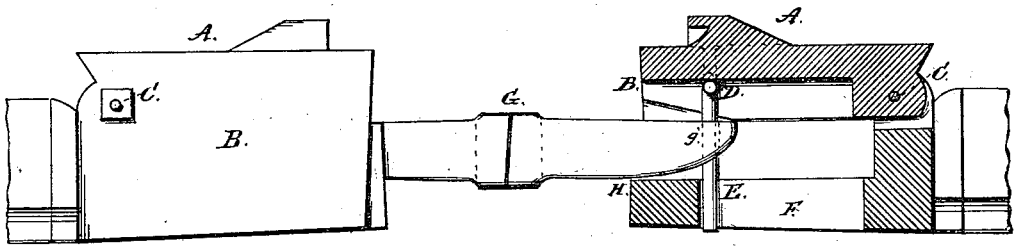

Fig. 2.

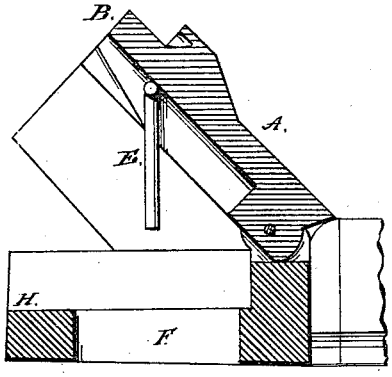

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Fig. 3.

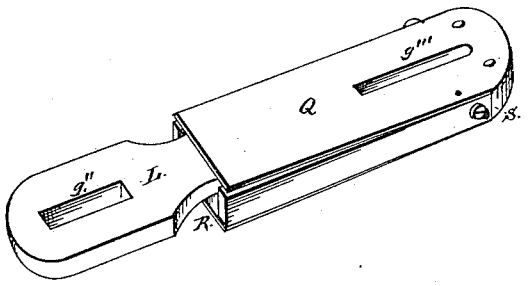
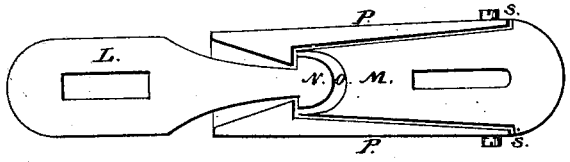


Fig. 4.



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UNITED STATES PATENT OFFICE.

LOUIS C. MAYES AND JAMES S. MURPHY, OF PINEY CREEK, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **167,184**, dated August 31, 1875; application filed May 24, 1875.

To all whom it may concern:

Be it known that we, LOUIS C. MAYES and JAMES S. MURPHY, of Piney Creek, in the county of Bedford and State of Pennsylvania, have invented certain Improvements in Car-Couplings, of which the following is a specification:

Our invention relates to improvements in car-couplings; and consists, first, in the employment of a draw-head, slotted on its lower face, and provided with a hinged lid having a swinging-pin near its forward end to engage with a link, whereby, should a car be thrown from the track, it would become automatically uncoupled. Second, our invention further consists in the employment of a link, consisting of two joints, one of which is provided with an anchor-head made to engage with a socket in the outer end of the other joint, the anchor-head being held in the socket by lateral springs having recesses near their outer ends, whereby, when a car is thrown from the track, the joints of the links will become uncoupled.

Figure 1 of the drawings is a side view of our improved coupler, showing a longitudinal section of one of the draw-heads. Fig. 2 is a longitudinal section of one of the draw-heads of our improved coupler, with the lid raised. Figs. 3 and 4 are views of the two joints, which together constitute our improved link.

In the accompanying drawing, H is the draw-head, provided with the slot F in its bottom. In the rear upper end of this draw-head is pivoted, by the rod C, the lid A, preferably made with side flanges B fitting over the outer side faces of the draw-head. E is a T-headed swinging pin, pivoted in the lower face of the lid near its outer end, and engaging with the link hereinafter described.

It will be seen by this construction that if the car should be thrown from the track the link would force the lid upward, and thus uncouple the succeeding or rear cars.

Figs. 3 and 4 represent a link consisting of two joints, L and M, one of which is provided with an anchor-head, N, and fits into a corresponding socket, O, in the other, and is held by two lateral springs, P P, recessed near their outer ends, inclosed between an upper and a lower plate, Q R, which latter are attached to the joints at their bases S S. The uncoupling is effected by the pressure of the end of the inserted joint, either upward or downward, upon the plates, or laterally upon the springs.

We claim as our invention—

1. The draw-head, slotted on its lower face, and provided with the hinged lid A, having the swinging-pin E, substantially as described, and for the purpose set forth.

2. The joint L, provided with the anchor-head N, in combination with the joint M, having the socket O and lateral springs P P, having recesses near their outer ends, substantially as described, and for the purpose set forth.

LOUIS C. MAYES.
JAMES S. MURPHY.

Witnesses:
DANIEL BOWMAN,
TABOR JOHNSON.