H. MERIAM.

Car-Coupling.

No. 160,025 Patented Feb. 23, 1875.

Fig. 1.

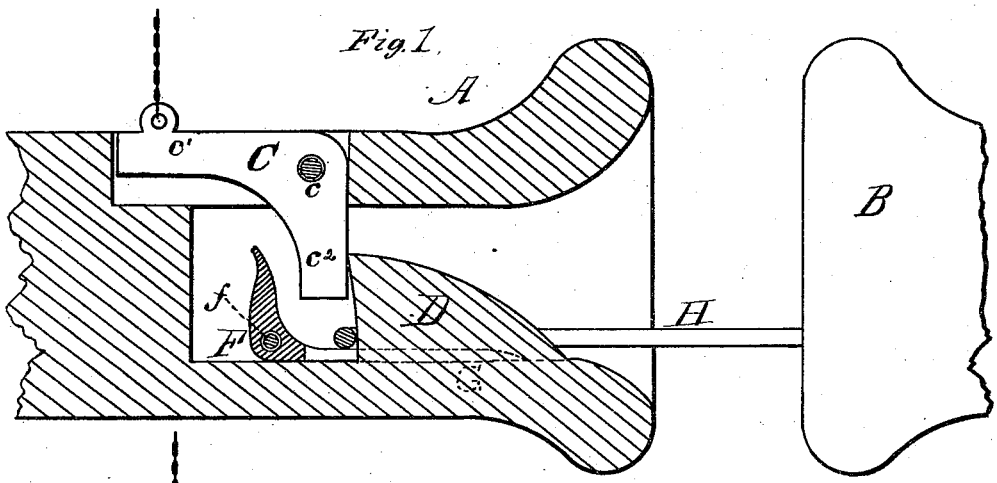


Fig. 2.

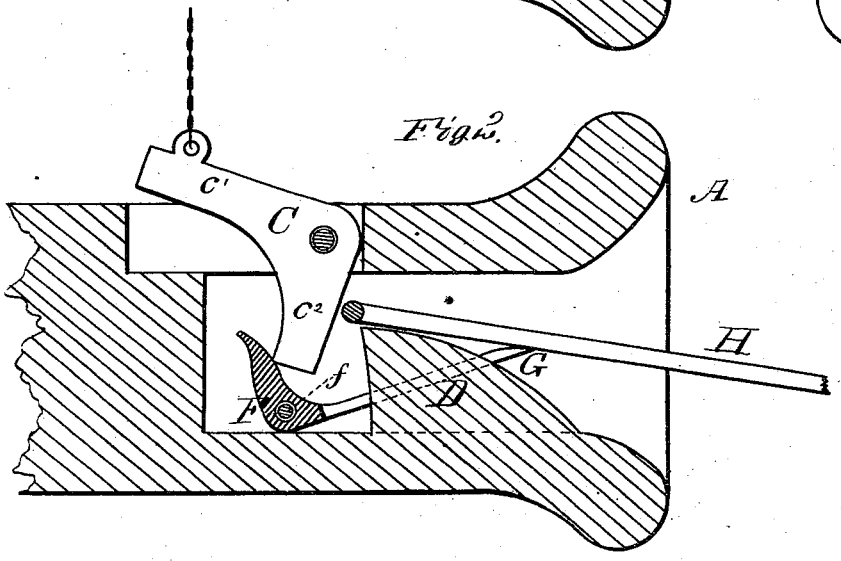
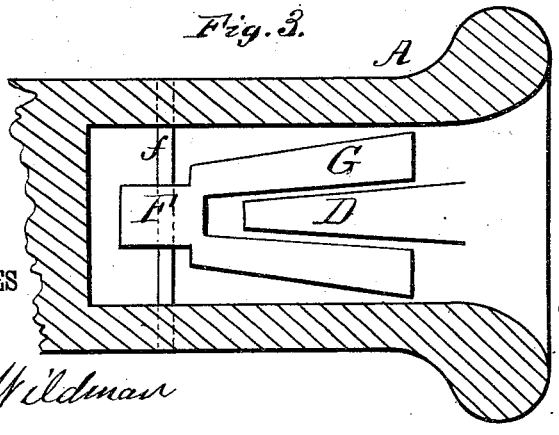


Fig. 3.



WITNESSES

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HORACE MERIAM, OF BERLIN, WISCONSIN.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **160,025**, dated February 23, 1875; application filed August 25, 1874.

To all whom it may concern:

Be it known that I, HORACE MERIAM, of Berlin, in the county of Green Lake and State of Wisconsin, have invented certain Improvements in Car-Couplings, of which the following is a specification:

The nature of my invention relates to a coupling which is designed for railroad-cars; and the object is to couple cars when they come together, connecting them securely, and allowing sufficient play for them to run when so coupled; also, to disconnect or uncouple them, when desired, without the necessity of the operator going between the cars for that purpose.

My invention consists in a peculiarly-constructed oscillating elbow, which automatically uncouples the cars, being operated by a lever, which will be hereinafter set forth. It further consists in an oscillating lever adapted to allow the cars to couple automatically and lock them in that position; also, to uncouple without getting between the cars.

In the accompanying drawings, which form a part of this specification, Figure 1 is a vertical sectional view of my improved coupler. Fig. 2 is the same as Fig. 1, showing my invention uncoupled. Fig. 3 is a horizontal sectional view of the same.

Referring to the drawings, A is the body or frame which holds the operating parts, to be described hereafter; and B, the same on the other to be coupled. Situated within this frame A is an inclined plane, D, against which the connecting-link strikes in the act of coupling. The back surface of this piece D is vertical, and the whole is adapted so as to allow the link to pass over it on every side. C is an armed lever, pivoted in the frame at *c*, the arm c^1 thereof being provided with a means for raising the same from the platform of the car at the will of the operator. It may also be provided with a slide or spring catch to prevent the same from being raised by the jar of the car. The vertical arm c^2 extends downward and reaches down below the vertical back surface of the piece D. F is an elbow having two arms arranged at nearly right angles with each other, and it is pivoted at *f* to the frame. The arm G of the elbow F is bifurcated, and the bifurcated extremities pass one on each side of the piece D. H is the coupling-link.

The operation is as follows: The link H, when the cars come together, strikes the inclined plane of the piece D and passes along the same until it strikes the arm c^2 of the oscillating lever C. This action raises the arm c^1 until the link, by gravity, drops around the piece D, and the lever C, by gravity, resumes its original position. The lower surface of the arm c^2 passes over the link, thus locking the cars together.

In uncoupling the cars it is only necessary to raise the arm c^1 of the lever C. The arm c^2 presses against the elbow F, which, turning backward on its pivot *f*, raises the arm G, bearing up the link H over the piece D, and the cars are disconnected.

I claim—

1. The elbow F, with bifurcated arm G, in combination with lever C and link H, as shown and specified.

2. The combination of the lever C, elbow F, having bifurcated arm G, link H, and piece D, as shown and specified.

I hereby affix my signature in the presence of two witnesses.

HORACE MERIAM.

Witnesses:

G. J. FERRISS,

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