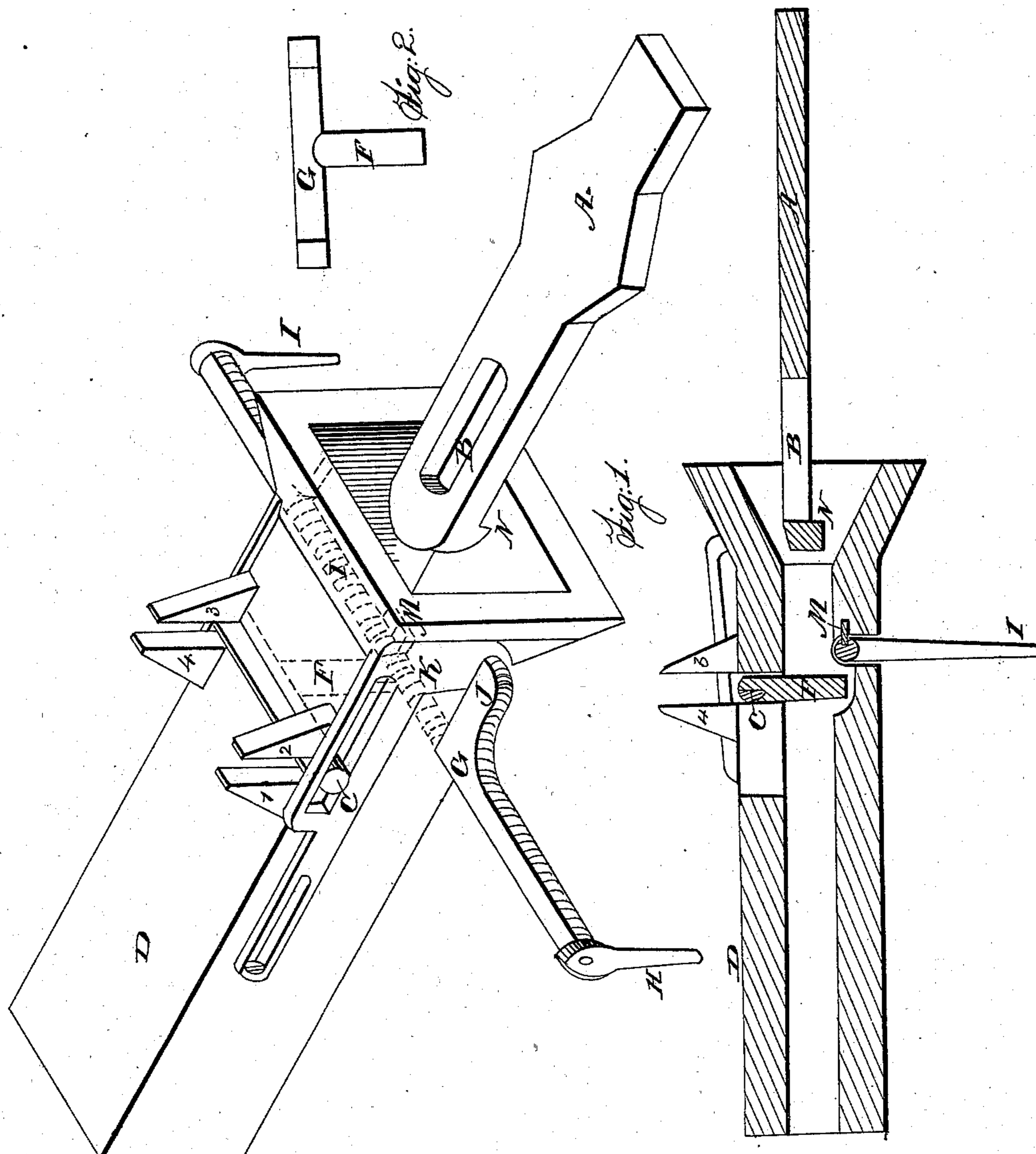


QUICK & WALLIS.

Car Coupling.

No. 54,955.

Patented May 22, 1866.



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE QUICK AND JOHN N. WALLIS, OF FLEMING, NEW YORK.

IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 54,955, dated May 22, 1866.

To all whom it may concern:

Be it known that we, GEORGE QUICK and JOHN N. WALLIS, of the town of Fleming, in Cayuga county, New York, have invented a new and Improved Mode of Coupling Railroad-Cars and Uncoupling the Same; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, and to the letters of reference marked thereon.

The object of this invention is to facilitate the coupling and uncoupling railroad-cars, and very greatly lessen the danger in doing the same, by making the cars self-coupling, and by this means rendering it wholly unnecessary to go between the cars for that purpose.

In order that others skilled in the art may know how to make and use our invention, we will proceed to describe its construction and mode of operation.

Figure 1 is a perspective view of the entire device. A is a portion of a link, and when made complete has a slot, as shown at B, in both ends, and for the same purpose.

C is a shaft crossing the case D, at right angles thereto, and the four triangular pieces 1 2 3 4 are guides for holding the shaft C in position when lifted, as hereinafter described. This shaft is shown at Fig. 2 with a bolt or pin, F, pendent therefrom. In Fig. 1 the same bolt is shown partly in red dotted lines at F.

The shaft G in length exceeds the width of the body of the car by what is required to secure the handles H and I, and is intended to be jointed thereto at each end inside the said handles.

The shaft G is boxed to the under side of the case D. On both sides of the case D are arms extending out from and making part of the said shaft, one of which is shown at J.

The extreme ends of said arms J are jointed to the slotted right-angle pieces K, one of which is shown at K, the other being out of sight on the opposite side of the case.

The shaft G is made round the distance re-

quired to pass through the case D, so as to allow said shaft to be turned partly round. This rounded portion of this shaft (shown partly in red dotted lines at L) has a lug, M, projecting from the side thereof.

Now, as the cars come together the link having the slotted end passes into the bell-shaped end of the case D. As it moves in it comes in contact with the bolt F, pendent from the shaft C, moving the lower end before it, and rolling the shaft C until the bolt F falls by its own gravity into the slot B, and the cars are by this means coupled firmly together.

The cars are uncoupled by turning the shaft G by the handles H and I, so as to lift the arms J. The front end of the slotted piece K, being jointed to the end of the arm J, will be lifted upward and backward. By this movement the bolt F is lifted out of the slot B and the link is released. As the link passes out the hook N, on the under side of link, comes in contact with the lug M, and the shaft G is restored to its former position, and is ready to again receive the coupling-link as before.

Having above described the construction and mode of operating our invention, what we claim as new, and wish to secure by Letters Patent, is—

1. The swinging bolt F, when combined with the link A, slotted piece K, and shaft G, in the manner, for the purpose described.

2. The arrangement, as described, of shaft G, with its arms J and I, and slotted piece K, to release the coupling of the cars without passing between them, in the manner and for the purpose described.

3. The combination of the hook N upon the link A with the lug M on shaft G, so that upon the withdrawal of the link the coupling will be restored to its normal position, as herein described.

JOHN N. WALLIS.
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Witnesses:

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