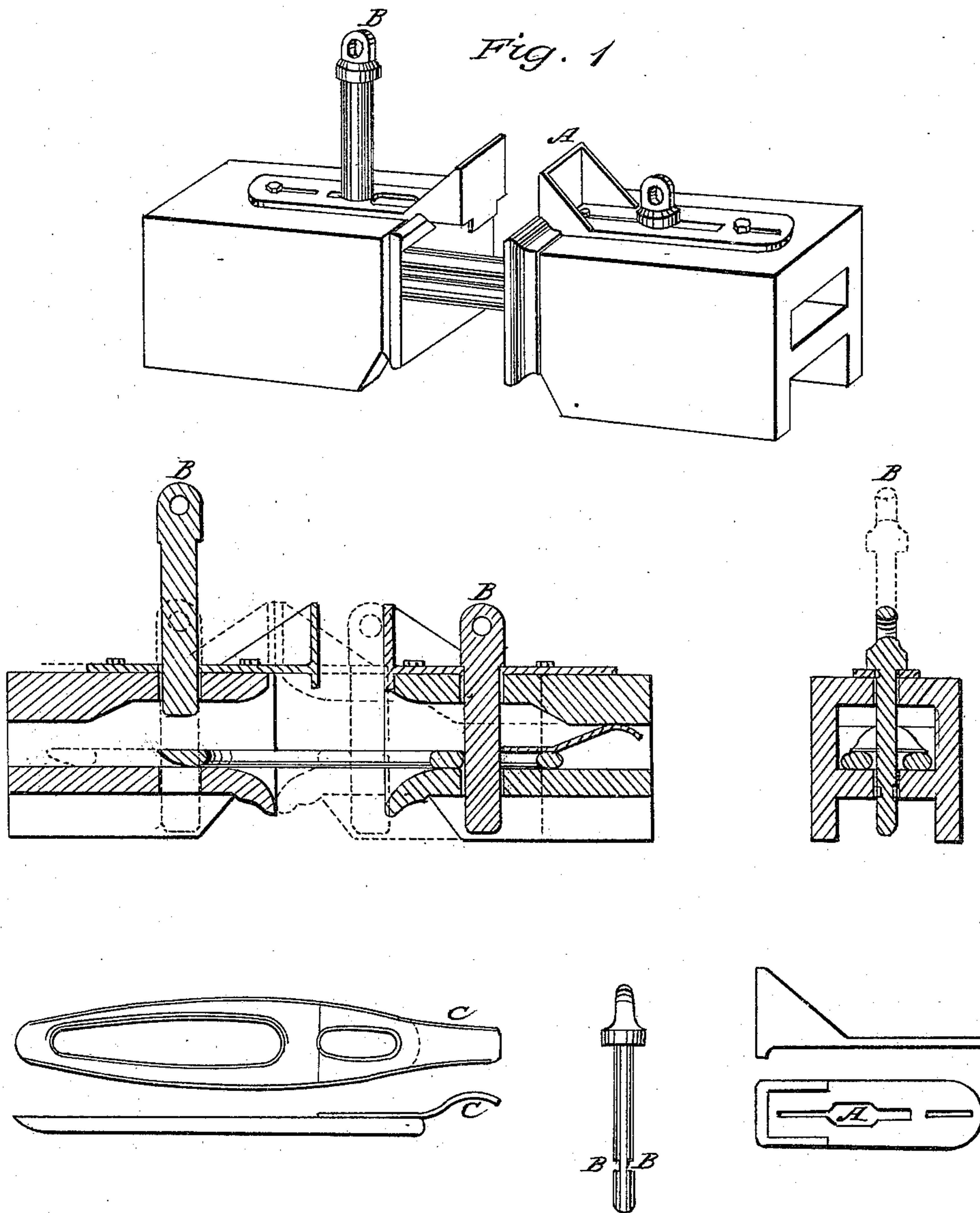


H. L. LOCKWOOD.

Car Coupling.

No. 97,303.

Patented Nov. 30, 1869.



Witnesses:
H. H. Paulk
Chas Brewster

Inventor:
Hiram Lockwood

United States Patent Office.

HIRAM L. LOCKWOOD, OF DENMARK, IOWA.

Letters Patent No. 97,303, dated November 30, 1869.

IMPROVED RAILWAY-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, HIRAM L. LOCKWOOD, of Denmark, in the county of Lee, and State of Iowa, have invented a new, safe, and useful Mode of Coupling Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view.

The nature of my invention consists in supporting the notched coupling-pin by means of a slide, as shown in the figure, which shall be driven from its support when it comes in contact with the other car, which will allow the pin to drop through the link, thus securing a self-coupling, which will materially reduce expenses, and entirely dispense with the danger of car-coupling.

The coupling-pin B is provided, near its lower end, with a notch, B', by means of which, as long as the pin is in the narrow part of the opening in the slide, it is supported in an elevated position, without danger of accidentally dropping before the proper moment.

I make the slide of sheet-iron or heavier material, as the case may require, and in the form as represented at A.

The front end of the slide is bent, at right angles, downward, to correspond with the thickness of the bumper, and upward as far as is necessary to overcome the variation between high and low cars.

This slide is attached to the upper side of the bumper by means of a screw or otherwise, and in such a manner that it can be moved backward and forward, so that the pin can be inserted into the hole in the bumper, and the slide drawn forward until the smaller part of the aperture in the slide is drawn into the crevices on each side of the pin, at B. This, of course, will hold the coupling-pin in this position until the slide is brought into contact with the bumper of another car, when the slide will be driven back, so that the pin will drop through the larger part of the aperture in the slide, and also through the link which will have entered the mouth of the bumper below.

In order to prevent the link from being driven back into the bumper, I have made it with two apertures, as given at C. I have also attached a spring to the back end of the link, in order to hold it level when shoved back, and thus secure its entrance into the mouth of the bumper, which, of course, must be large enough to overcome the variation between light and loaded cars.

What I claim as my invention, and desire to secure by Letters Patent, is—

The coupling-pin B, notched as shown at B', in combination with the slide A, constructed as described, for the purposes set forth.

HIRAM L. LOCKWOOD.

Witnesses:

CHARLES BREWSTER,
HARVY H. PAULK.