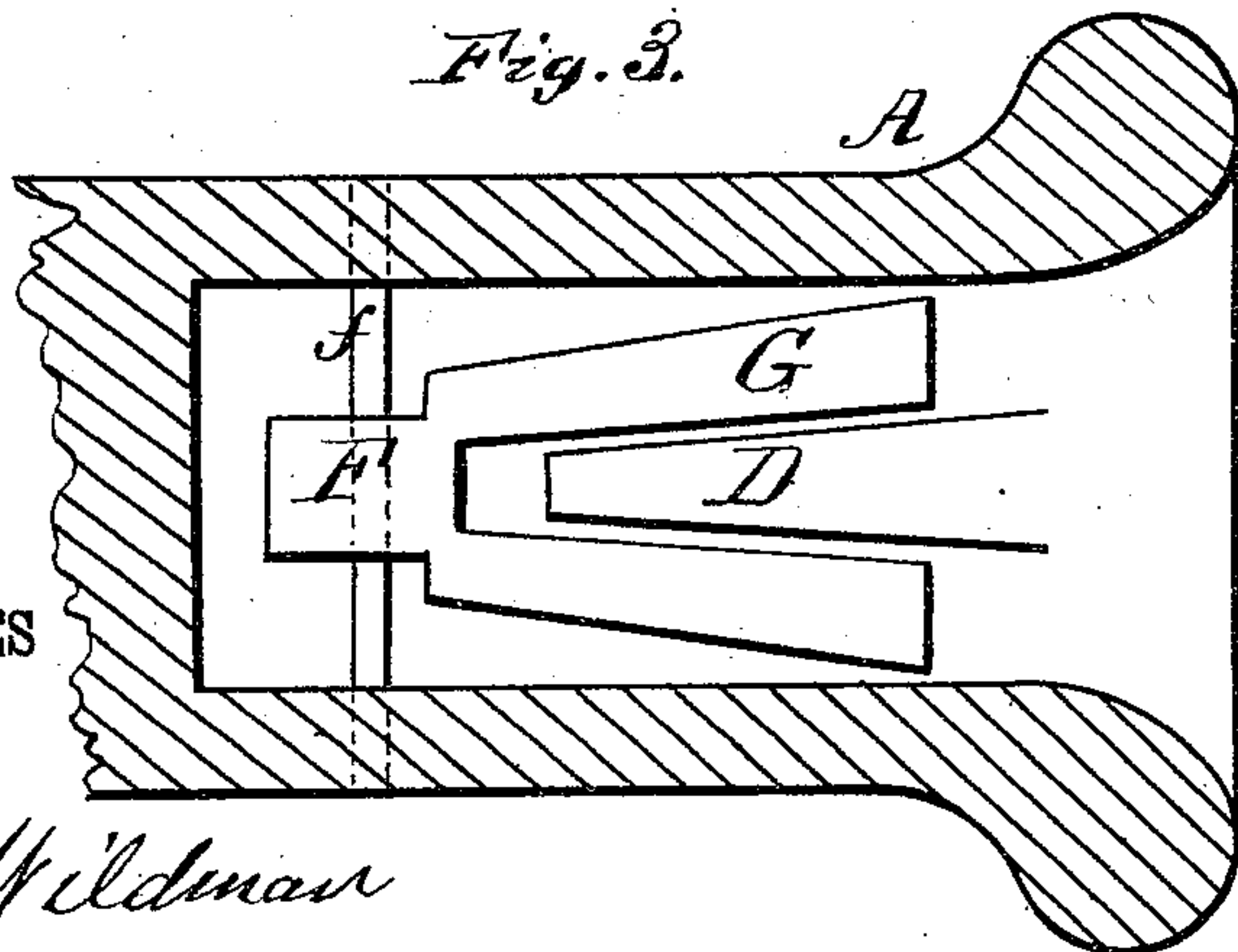
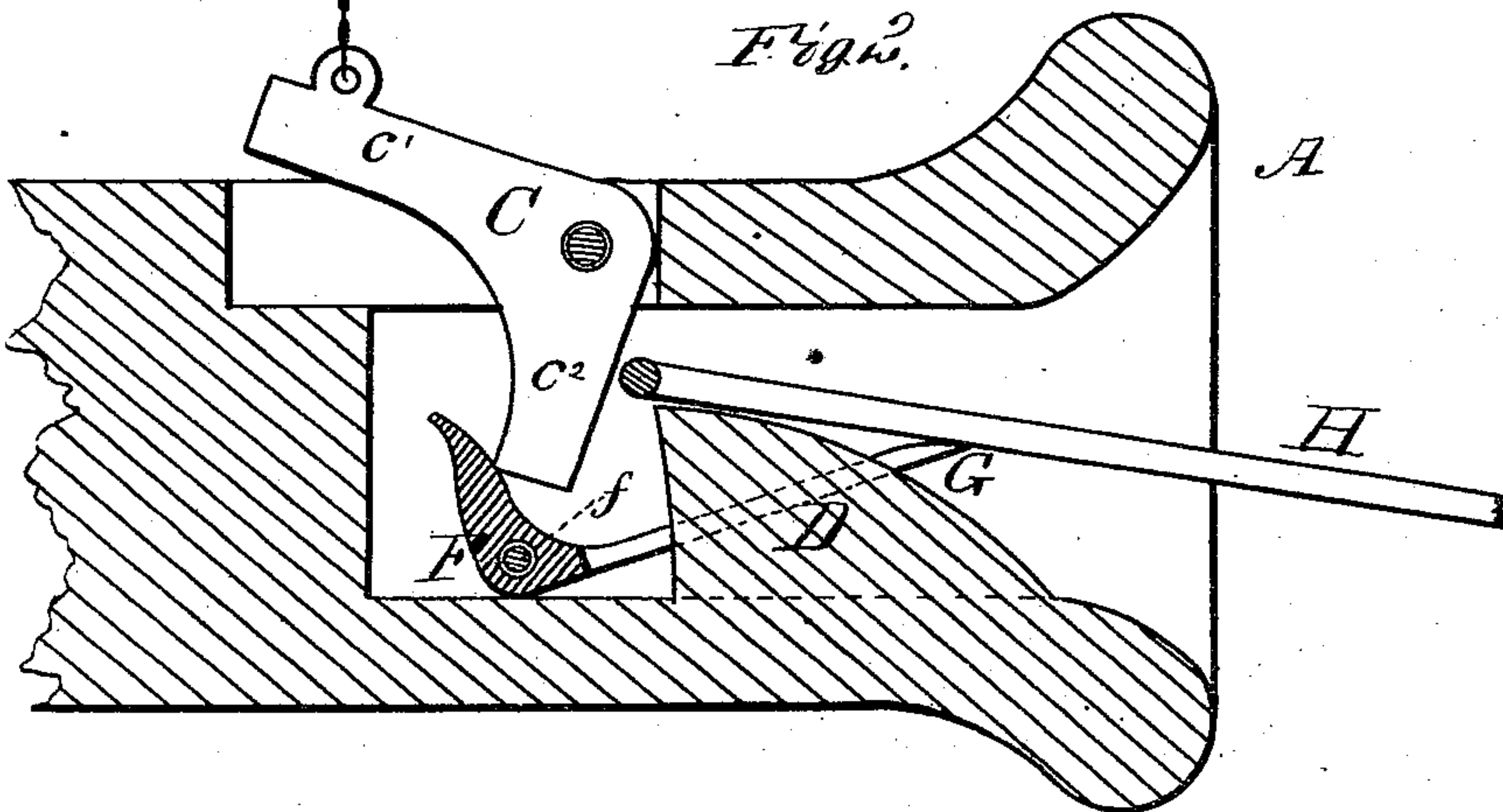
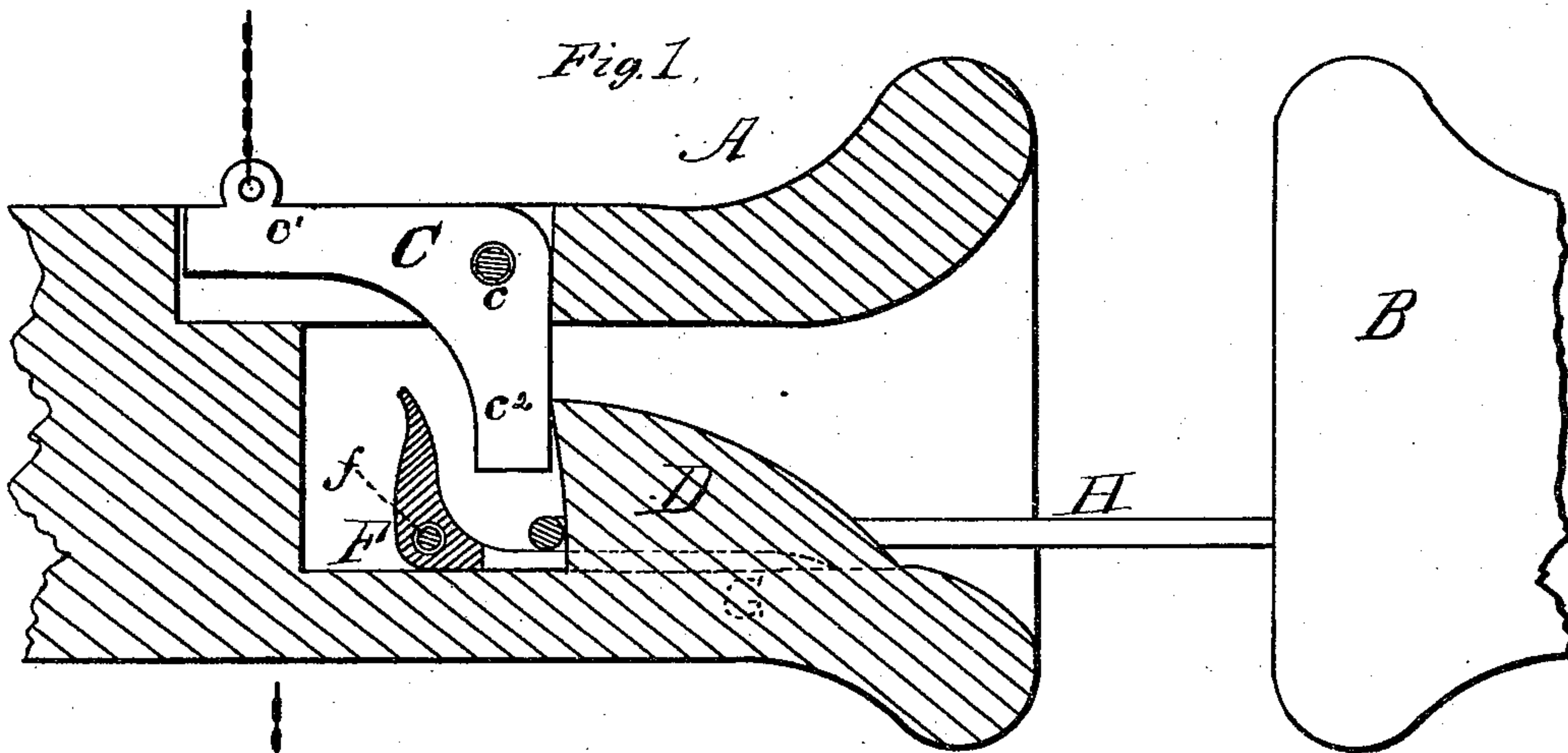


H. MERIAM.

Car-Coupling.

No. 160,025

Patented Feb. 23, 1875.



WITNESSES

J. H. Huffy
Jo. S. C. Wildman

INVENTOR

Horace Meriam,

By J. C. Sathrop

Attorney

UNITED STATES PATENT OFFICE.

HORACE MERIAM, OF BERLIN, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

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,
C. A. PECK.