A. W. DECKER.

Car-Couplings.

No. 149,205. Patented March 31, 1874

Fig 1

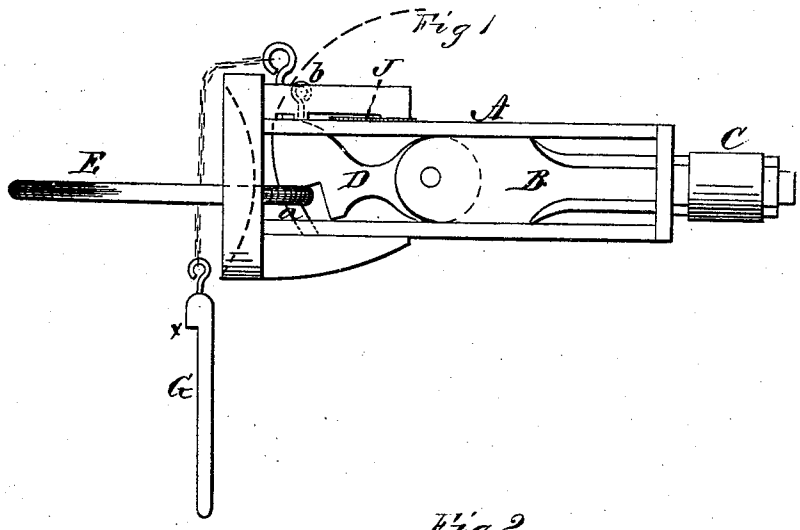


Fig 2

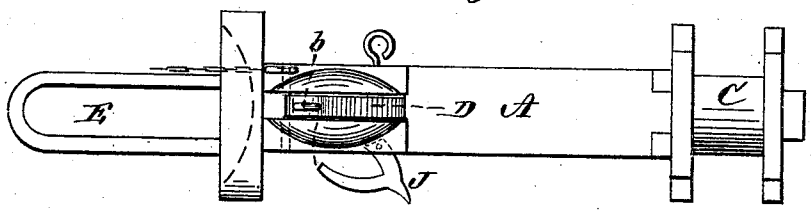
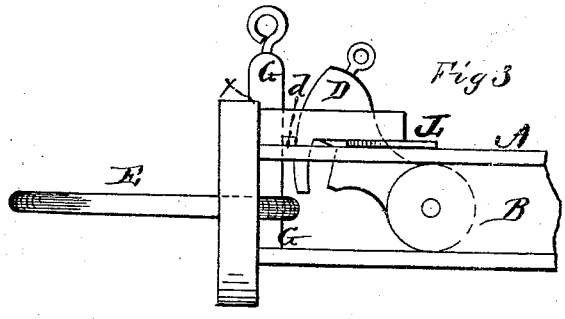


Fig 3



WITNESSES.

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UNITED STATES PATENT OFFICE.

A. WILLIAM DECKER, OF FORT WAYNE, INDIANA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **149,205**, dated March 31, 1874; application filed December 22, 1873.

To all whom it may concern:

Be it known that I, A. WILLIAM DECKER, of Fort Wayne, in the county of Allen and in the State of Indiana, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation, and Fig. 2 a plan view, of my car-coupling. Fig. 3 is a side elevation, showing a device which is to be used temporarily in case the draw-hook of the car-coupling should become broken.

A represents the bumper of a railroad-car, and B is the draw-bar in the same, with the usual rubber spring C at the rear end. The front end of the draw-bar B is forked or slotted vertically, and in the same is pivoted an arm, D, the front end of which is curved, as shown, and has a slot in its lower side, near the front end, forming a hook, *a*. E represents an ordinary coupling-link, which, when inserted in the head of the bumper A, strikes the front end of the bar D and raises the same until the end of the hook *a* passes over the end of the link, when the hook drops in the link and couples the cars. In the top of the bar D, at or near the front end, is an ear or eye screw, *b*, for the attachment of a chain by which the bar D is raised to uncouple the cars. In a slot in the upper part of the bumper A, near the front end, is pivoted a hook, J, which is to be used to hold the bar D in an elevated position, when, for any reason whatever, this should become necessary or be desired. If the bar D should become broken while the train is away from either terminus of the road, a pin, *d*, is inserted horizontally through holes made for that purpose in the upper part of the bumper, a short distance in rear of the head thereof, and a square or flat pin, G, is passed vertically down between the horizontal pin *d* and the back of the head of the bumper. The pin G has a shoulder, *x*, near its upper end to rest on the top of the bumper-head. This pin goes through the coupling-link and couples the cars, allowing the train to proceed without detention to the termination of the route, where the bar D can be repaired, or a new one substituted. The pins *d* and G are attached to the bumper by chains, so that they cannot become lost.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The hook J, pivoted to swing horizontally, in combination with the hook D, as and for the purposes set forth.

2. The combination, with the bumper A and coupling-link E, of the horizontal pin *d* and the vertical pin G, having notch *x*, substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of November, 1873.

A. W. DECKER.

Witnesses:
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SAML. SHRYOCK,
B. POULSON,
GEO. J. E. MAYER.