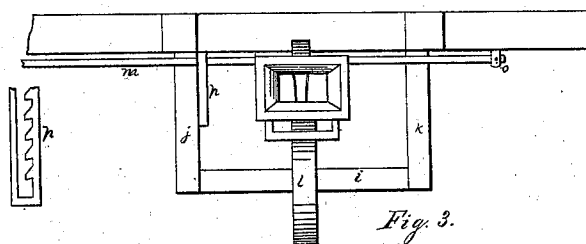
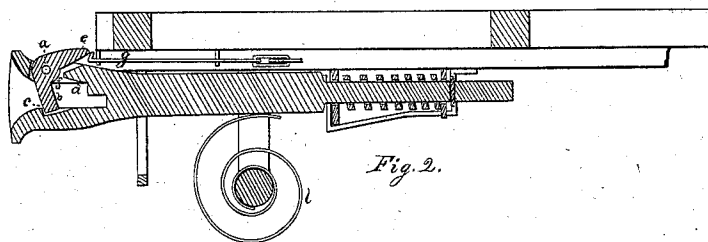
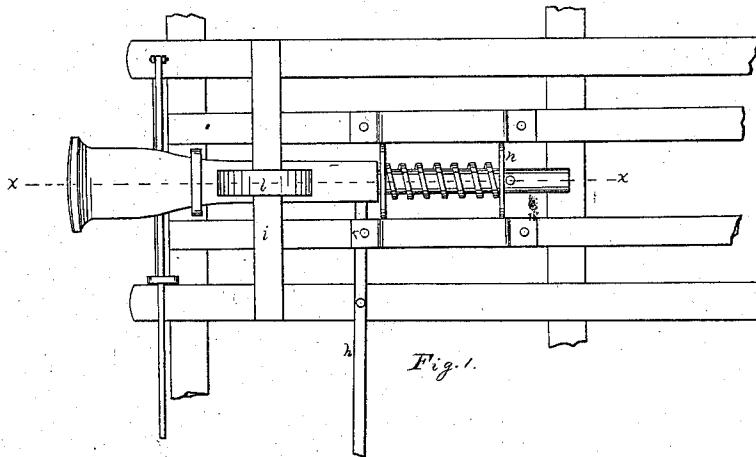


W. E. BEMAN.
Car-Couplings.

No. 136,958.

Patented March 18, 1873.



Witnesses:

E. May
John E. Coffin

Inventor:

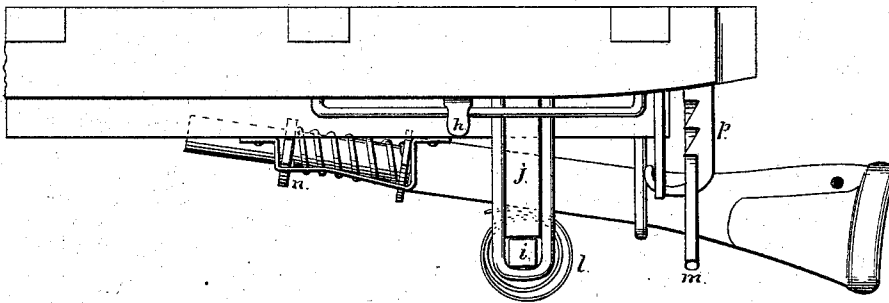
W. E. Beman.
Per Scribner & Jordan.
Attys

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Car-Couplings.

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Fig. 4.



Witnesses.

Thomas G. Loring
John E. Coffin

Inventor.

W. E. Beman.
by Scribner & Jordan
Attys

UNITED STATES PATENT OFFICE.

WILLIAM E. BEMAN, OF PORTLAND, MAINE, ASSIGNOR OF TWO-THIRDS
HIS RIGHT TO MICAH SAMPSON, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **136,958**, dated March 18, 1873.

To all whom it may concern:

Be it known that I, WILLIAM E. BEMAN, of Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Car-Couplings; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, which is hereby made a part of this specification, in which—

Figure 1 is a bottom-plan view of my device. Fig. 2 is a side sectional elevation upon the line *xx*. Fig. 3 is a front-end view of same.

Same letters show like parts.

My invention relates to certain improvements in devices for coupling railway cars or carriages, whereby the function of coupling will be performed automatically, thus effecting a great saving of time and immunity from danger for the operator. My invention consists of certain devices for changing the draw-bars of a car to different heights, so that they may correspond in height to the draw-bars of cars to which they are to be coupled.

Underneath a draw-bar of any ordinary construction I place the cross-bar *i*, firmly attached by the hangers *j* and *k* to the body of the car. Around this cross-bar I coil the involute spring *l*, the outer end of which presses against the draw-bar and forces it upward

against the lever *m*, the draw-head being so affixed to the plate *n* as to permit of its vibration vertically, in a manner to be hereinafter described. The lever *m* is pivoted at *o* and passes over the draw-bar outward to any convenient length to be operated by the hand of the workman. The ratchet *p* is so arranged that the lever may be caught at as many different heights as there are teeth in the ratchet, and as the lever *m* is pressed downward it presses the draw-head down also, and when the draw-head is relieved from the pressure of the lever *m* the draw-head rises by the pressure of the involute spring *l*, so, as will be seen, the draw-head may be fixed at different heights, as desired.

The lesser chamber receives the end of the link and sustains it horizontally, so that it will readily enter the chamber of the opposite draw-bar.

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

The combination of the draw-bar, lever *m*, ratchet *p*, spring *l*, and stirrup-irons *j* and *k*, all in the manner and for the purposes as set forth.

WILLIAM E. BEMAN.

Witnesses:

D. W. SCRIBNER,
F. E. JORDAN.