

J. ROYAL, M. A. LENTZ & J. M. DEIBERT.

Car-Couplings.

No. 135,849.

Patented Feb. 11, 1873.

Fig. 1.

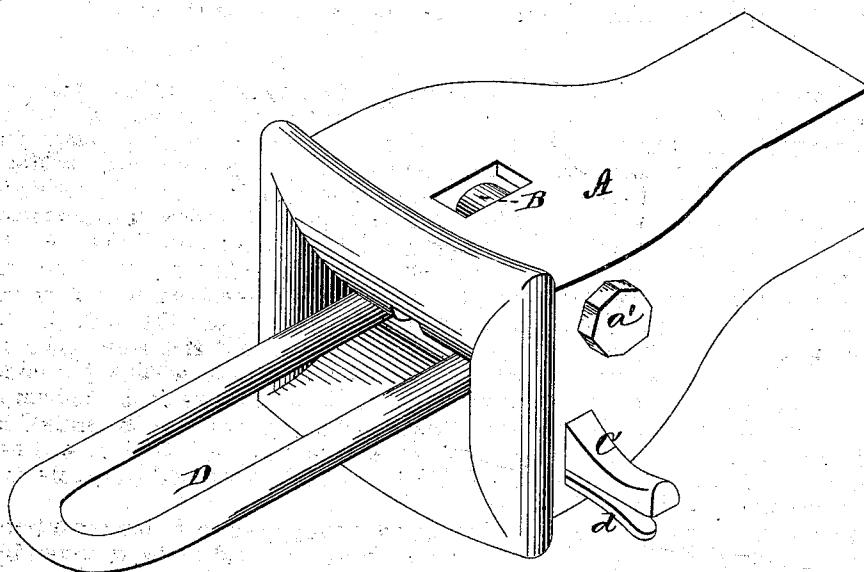
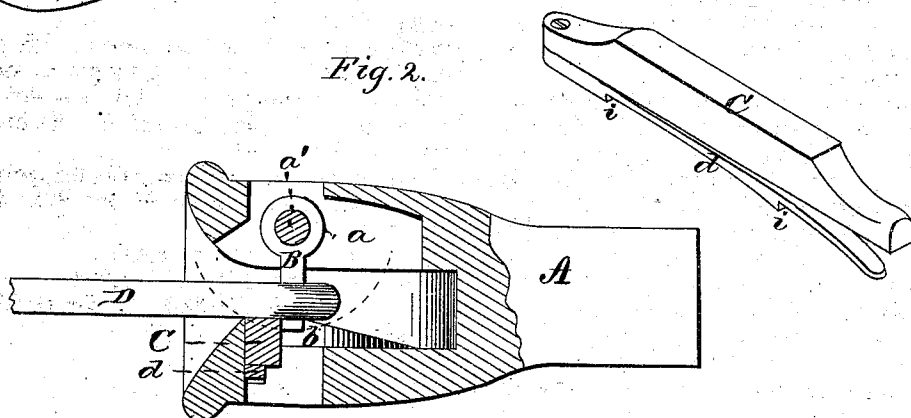


Fig. 2.



Witness:

Henry N. Miller
C. L. Ewert.

John Royal, Inventor.
Moses A. Lentz.
Jeremiah M. Deibert.
Per Alexander Mason
Attorneys.

UNITED STATES PATENT OFFICE.

JOHN ROYAL, MOSES A. LENTZ, AND JEREMIAH M. DEIBERT, OF LA FAYETTE, INDIANA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 135,849, dated February 11, 1873.

To all whom it may concern:

Be it known that we, JOHN ROYAL, MOSES A. LENTZ, and JEREMIAH M. DEIBERT, of La Fayette, in the county of Tippecanoe and in the State of Indiana, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon, making a part of this specification.

The nature of our 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 our invention appertains to make and use the same we will now proceed to describe its construction and operation, referring to the annexed drawing in which—

Figure 1 is a perspective view of our car-coupling, and Fig. 2 is a longitudinal vertical section of the same.

A represents the bumper or end of the draw-bar, in the roof of which there is a slot and groove, *a*. In this slot is hung a pin, B, by means of a bolt, *a'*, passing horizontally through the bumper, said pin swinging back and forth in the bumper. The lower end of the pin B swings in a groove, *b*, in the bottom of the bumper. C represents a bar sliding in a mortise made in the bumper across the mouth of the same and across the groove *b* in the bottom thereof, so as to form a stop for the forward movement of the pin B. D represents

the ordinary coupling-link which, when inserted in the draw-head, pushes the pin B backward until the end of the link passes the same, when the pin drops down into the link, and the link cannot be drawn out on account of the slide C stopping the forward movement of the pin. On the under side of the slide C is secured a spring, *d*, having two teeth or shoulders, *i i*, one of which catches on the inside of the bumper to hold the slide in its place when inserted, and the other holds it when partially drawn out, so that the slide cannot be entirely withdrawn from the bumper. When partially drawn out the slide C is away from the groove *b*, and will hence allow the pin B to swing forward and uncouple the cars.

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

The combination of the slide C with spring *d* and catches *i i*, the swinging pin B, and the mouth of the bumper in which is a slot to allow the pin B to play, as and for the purpose herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 27th day of November, 1872.

JOHN ROYAL.
MOSES A. LENTZ.
JEREMIAH M. DEIBERT.

Witnesses:

JAMES GLENN,
A. J. CARTER.