

W. MICHAEL.
Car-Couplings.

No. 148,233.

Patented March 3, 1874.

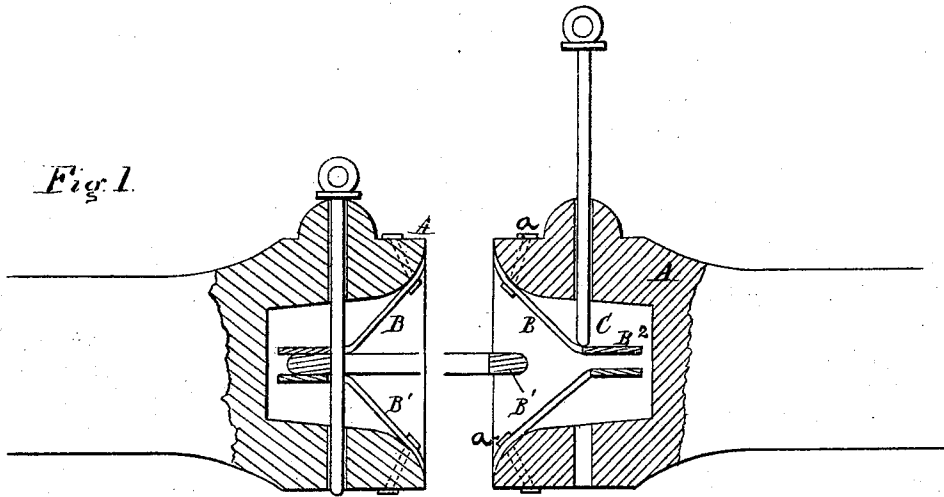


Fig. 2.

Fig. 4.

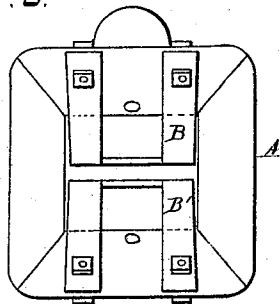
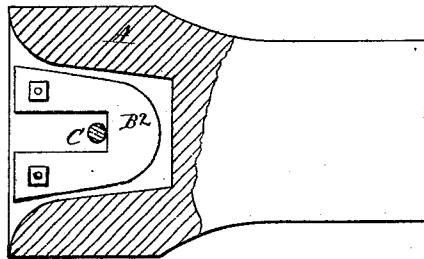


Fig. 3.



Witnesses:

E. A. Bates.

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UNITED STATES PATENT OFFICE.

WILLIAM MICHAEL, OF MURRAYSVILLE, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **148,233**, dated March 3, 1874; application filed October 26, 1872.

To all whom it may concern:

Be it known that I, WM. MICHAEL, of Murraysville, in the county of Westmoreland and State of Pennsylvania, have invented a new and valuable Improvement in Self-Acting Car-Coupler; 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 annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 is a longitudinal section of my invention. Fig. 2 is an end view of same. Fig. 3 is a horizontal section of same. Fig. 4 is a detail of same.

This invention has relation to car-couplings; and it consists in the construction and novel arrangement within the mouth and throat of each bumper-head of a pair of slotted springs adapted to hold the link in a horizontal position for coupling, and to keep the coupling-pin raised until the link has properly entered the bumper-head, all substantially as herein-after more fully described.

Referring to the drawings, A designates the bumper-head, having a bell-shaped mouth and throat. To the top and bottom of the mouth at the outer ends are properly secured the converging longitudinally-slotted or U-shaped springs, B B', by means or rivets or bolts *a*, as shown in drawings. These springs are each slotted at their centers, extending from the forward end, and provided at the rear end

with the cross-bar or platform B², upon which the coupling-pin is designed to rest, as shown in Figs. 1 and 3. At their inner ends these springs are flattened out or bent to a horizontal position, as shown. The inner end of the slot in the upper spring is slightly forward of the end of the slot in the lower spring. Preparatory to the insertion of the link, the coupling-pin C rests on the upper spring, immediately behind the end of its slot. By inserting the link, the slot is slightly elongated horizontally, causing the pin to fall and secure the link. When in place, the link is held in a horizontal steady position between and by the spring, and is thus enabled to enter the other bumper, and readily effect the automatic coupling of two cars.

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

The car-bumper-head A, having the slotted longitudinally-converging springs B B' secured to its front end, the upper spring, B, having at its rear end the cross-bar or platform B², adapted to keep the coupling-pin raised until the link has properly entered the bumper-head, as set forth.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses:

WILLIAM MICHAEL.

Witnesses:

F. L. STEWART,
JAS. WILHELM.