C. JOHNSON.

CAR-COUPLING.

No. 170,568. Patented Nov. 30, 1875.

Fig 1.

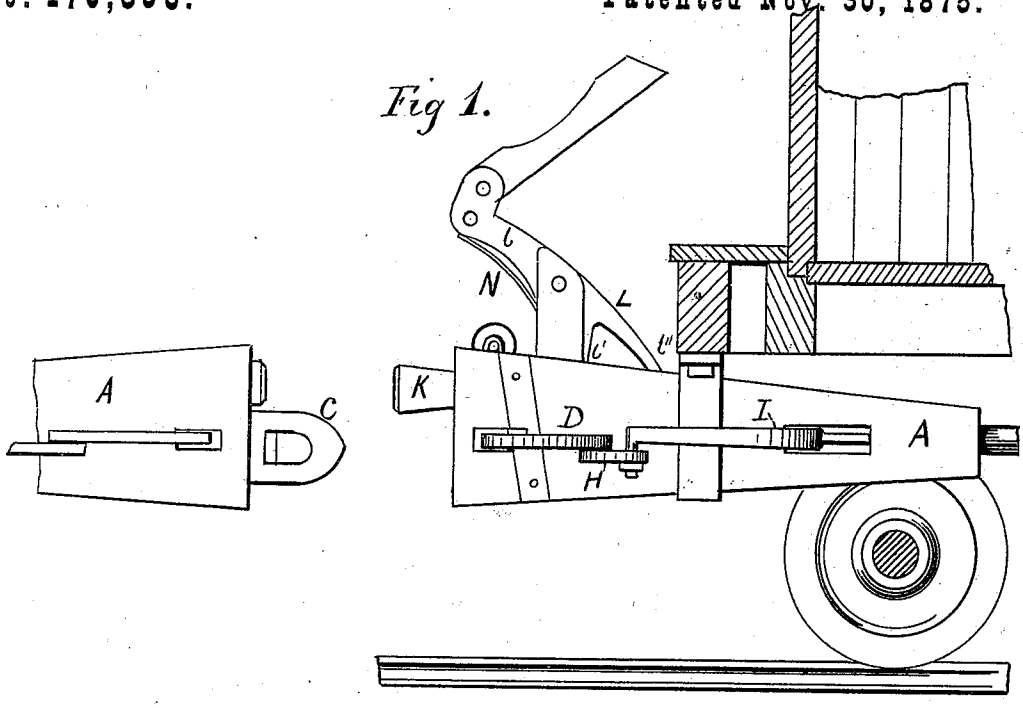
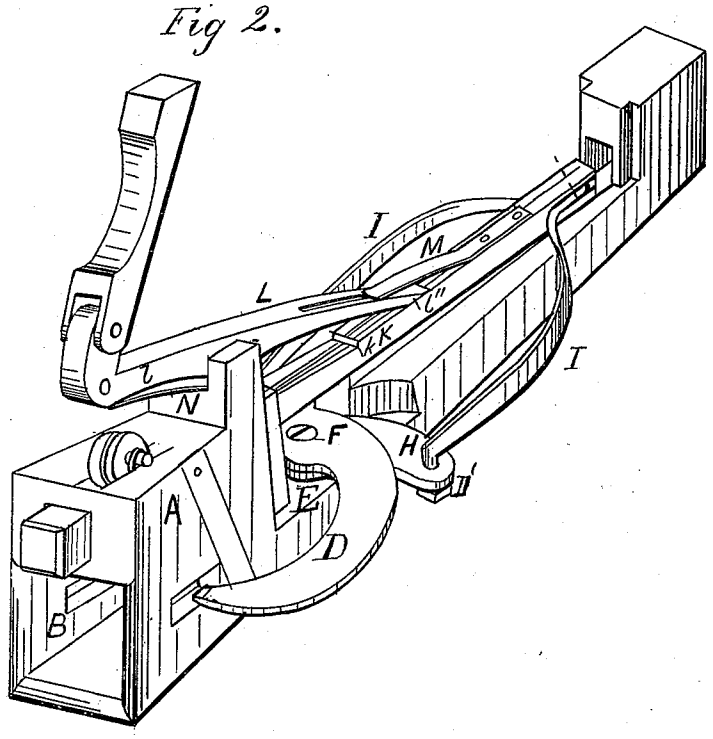


Fig 2.



WITNESSES:

Albert Davis

J. C. Dowell

Charles Johnson INVENTOR.

by Chas S. Whitman ATTORNEY.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES JOHNSON, OF LANSING, IOWA, ASSIGNOR OF ONE-HALF HIS RIGHT TO WILLIAM SCHOLZ, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **170,568**, dated November 30, 1875; application filed August 31, 1875.

To all whom it may concern:

Be it known that I, CHARLES JOHNSON, of Lansing, county of Allamakee and State of Iowa, have invented an Improved Car-Coupling.

The following description, taken in connection with the accompanying plate of drawings, hereinafter referred to, forms a full and exact specification, wherein are set forth the nature and principles of the invention, by which the same may be distinguished from others of a similar class, together with such parts thereof as are claimed as new and are desired to be secured by Letters Patent of the United States.

My invention relates to that class of couplings which are made use of to connect together the draw-heads of railway-cars; and the nature thereof consists in certain improvements in the construction of the same, hereinafter shown and described.

In the accompanying plate of drawings, in which corresponding parts are illustrated by the same letters, Figure 1 is a side elevation of a railway-car with my improvements applied thereto. Fig. 2 is a view in perspective of the mechanism.

In the drawings, A designates the draw-head, which is provided with a receptacle, B, for the reception of the link C. D D′ are levers, having curvilinear arms, which are pivoted together and to the frame E by the pin F. The said levers have arms H, which are connected, by means of the curvilinear springs I, with the sliding rod K, in such a manner that, when the said rod is forced backward, the curvilinear arms close together, forming a clutch, which holds the said link in position. The said rod is held in place by the three-armed lever L, having arms l, l', and l''. The arm l'' is provided with a pointed end, which catches into the notch k upon the said rod K, and holds it in place. The arms l' and l'' are each provided with projections, which fit a groove cut upon the said rod, and are held in position by the springs M and N.

The clutch may be disengaged with facility by merely pressing downward upon the arm l of the said lever, which withdraws the pointed end of the arm l'' from the notch k, and allows the said curvilinear springs to fly outward, in such a manner as to cause the rod to spring forward, and the said curvilinear arms to separate.

Having thus described my invention, I claim and desire to secure by Letters Patent—

The combination of the rod K, three-armed lever L, springs I, spring m, and levers D D′, as described.

In testimony that I claim the foregoing I have hereunto set my hand this 18th day of January, 1875.

his
CHARLES + JOHNSON.
mark.

Witnesses:
N. A. NELSON,
ANDREW ERICKSON.