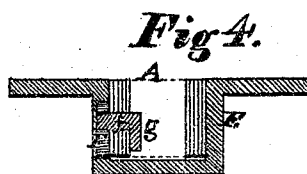
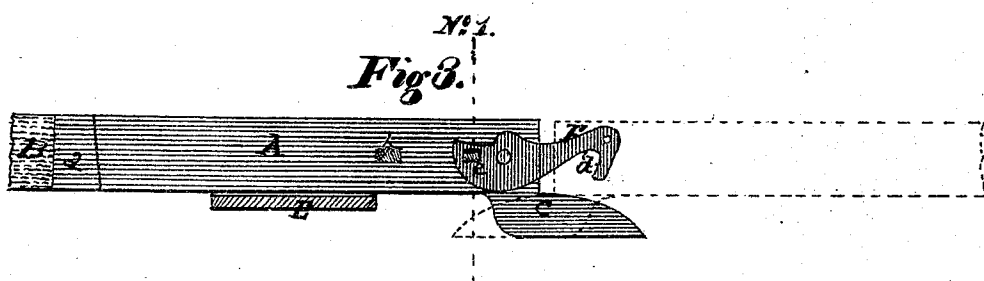
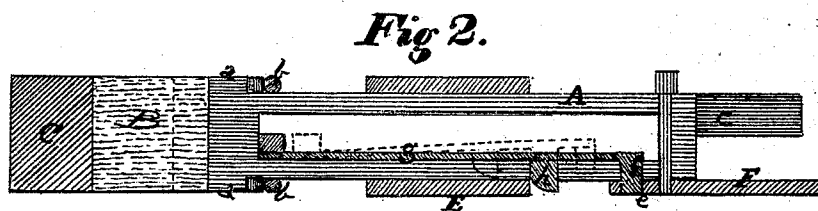
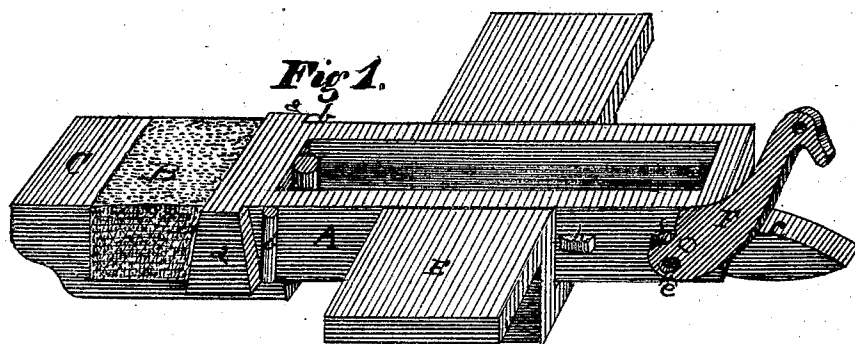


No. 122,928.

Patented Jan. 23, 1872.

Adam Wellshmidt.
Improvement in Car - Coupling.



Witnesses.
Chas. Selkirk
Abel Selkirk

Adam Wellshmidt
Inventor.

UNITED STATES PATENT OFFICE.

ADAM WELLSCHMIDT, OF ALBANY, NEW YORK, ASSIGNOR TO HIMSELF AND
ANTON F. WALDBILLIG, OF SAME PLACE.

IMPROVEMENT IN RAILWAY CAR COUPLING.

Specification forming part of Letters Patent No. 122,928, dated January 23, 1872.

To all whom it may concern:

Be it known that I, ADAM WELLSCHMIDT, of the city and county of Albany, State of New York, have invented certain new and useful Improvements in "Car-Couplings;" and I do hereby declare that the following is a description thereof, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 represents a perspective view of the coupling detached from a car. Fig. 2 represents a vertical view from above of the same. Fig. 3 is a side view of the same. Fig. 4 is a cross-section through Fig. 3 at line number 1.

The nature of my invention consists in constructing a coupling so that it will act as a bumper to receive the concussion or shocks that may be imparted to the cars, and also be adjustable to the varying heights of the connecting and corresponding coupling, (as the cars may be loaded,) and also in connecting, from each coupling by hooks, one coupling to another.

To enable others skilled in the art to make and use my invention, I will proceed to describe it in reference to the drawing and the letters of reference marked thereon, the same letters indicating like parts.

In the drawing, A represents the body of the coupling, which is backed up by the usual elastic spring or packing B and the backing-block C, and is secured to the under side of the car by the said backing-block and the clip or tie E. The body of the said coupling I prefer to make of wrought iron. The rear end of the said body I furnish with two ears, *a a*, which ears are to have their front sides tapering toward the top, as shown in Figs. 1 and 3, and will permit the front end of the coupling to lop down. In front of the said ears *a* I secure two bolts, *b b*, which enter the frame-work of the body of the car and receive the draft. The depth of the tie or clip E is made a little deeper to admit the dropping down of the forward end of the said body A, as shown by dotted lines in Fig. 3.

I make, projecting from the front end of the body A of the coupling, a step, *c*, which step has a width of about one-half of that of the body A, and is planted on one side, as in Fig. 2, which step is intended to adjust its connection by passing under the front end of the body of the connecting coupling, (constructed to correspond,) and act with the coacting coupling to bring both to the same level, as shown in Fig. 3. On the opposite side of the said step I pivot a hook, F, which hook is to lock over a pin, *d*, of a corresponding coupling, as in Fig. 3. The body of the hook F is continued back, as shown in Figs. 1, 2, and 3, and is provided with a hole, *e*, Fig. 1, which is to secure a spring-catch, *f*, when the said hook F is thrown down to engage on the pin *d* of a corresponding coupling. I also place on the inside of the side of the coupling-body A, on which the hook F is placed, a spring, *g*, Figs. 2, 3, and 4, to which is made or attached the catch *f*, which catch *f* works through the side of the body A and locks into the hole *e* made in the rear of the hook. The said catch *f* has its upper side beveled, as shown in Fig. 4, so that when the hook is raised up it will be freely permitted to work over the said catch. I also make with or attach to the spring *g* at a distance back of the catch *f* and just in front of the clip E a beveled projection, *h*, which projection, like the catch *f*, works through the sides of the body A. The said projections are so beveled that when the said body A is crowded back within the clip E, as shown by dotted lines in Fig. 2, the said projection *h* will be forced back and carry with it the spring *g*, and cause the catch *f* to throw out from the opening *e* in the hook; or if the hook be thrown back, will release it and permit it to fall over the pin *d* of a corresponding coupling. The end of the hook can be furnished with a suitable hole or an equivalent handle, which will afford a person a convenience for lifting the said hook up.

Coupling thus constructed would not only be strong and reliable, but would be economical, inasmuch as all its necessary parts for

coupling would be in constant readiness for action; and at the same time the varying heights of cars when loaded would be met by the wedging step *c*, which would readily adjust one coupling to act with its connecting coupling.

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

1. In a car-coupling, the combination of the

ears *a a*, step *c* with the body *A*, substantially as and for the purpose set forth.

2. The combination of the spring *g*, catch *f*, projection *h*, hook *F* with the body *A*, substantially as and for the purpose set forth.

ADAM WELLSMIDT.

Witnesses:

CHAS. SELKIRK,
ALEX. SELKIRK.