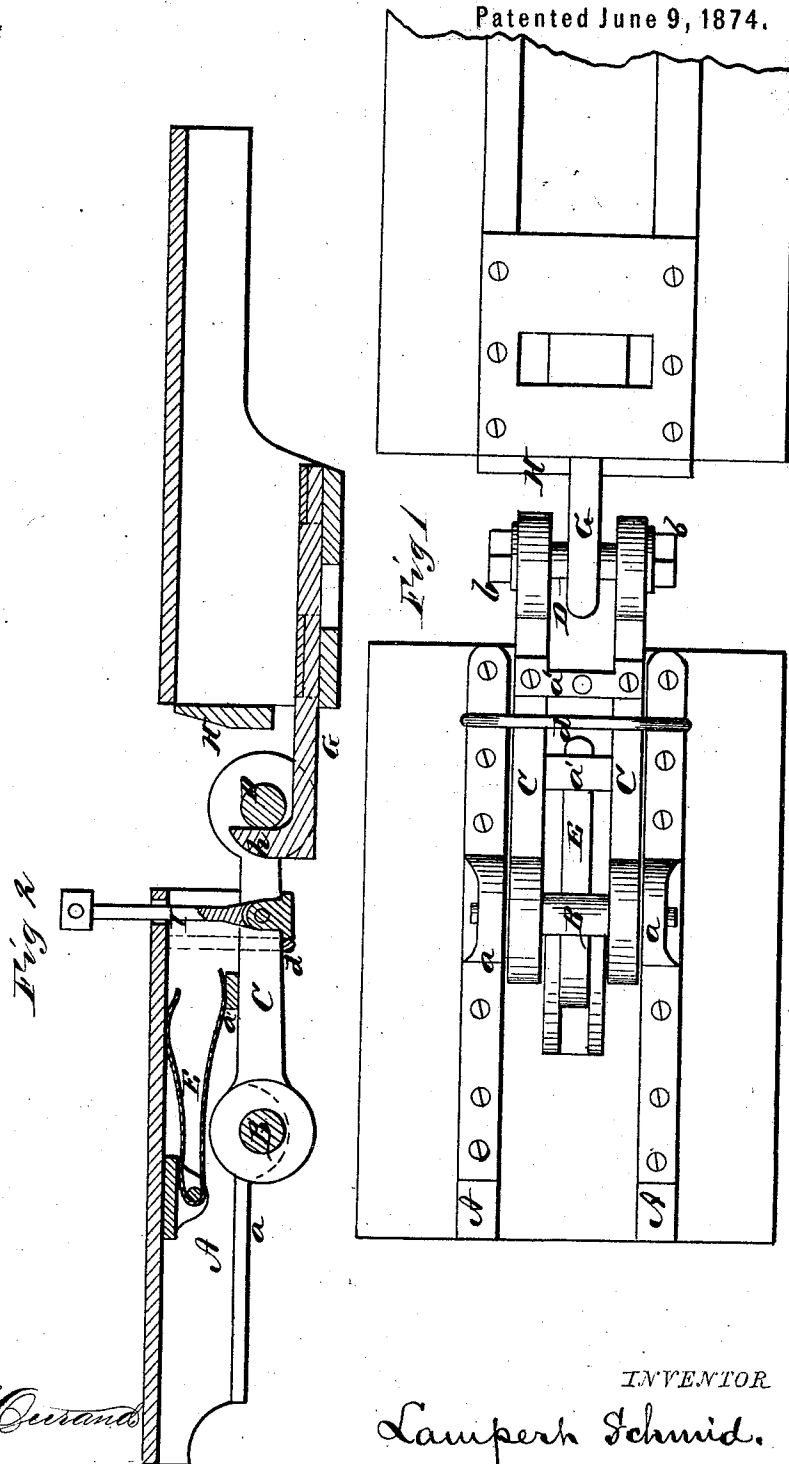


L. SCHMID.
Car-Couplings.

No. 151,919.

Patented June 9, 1874.



WITNESSES.
Frank L. Curran
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By

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UNITED STATES PATENT OFFICE

LAMPERT SCHMID, OF ALBANY, MINNESOTA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **151,919**, dated June 9, 1874; application filed February 4, 1874.

To all whom it may concern:

Be it known that I, L. SCHMID, of Albany, in the county of Stearns and in the State of Minnesota, 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 drawings and to the letters of reference marked thereon, making a part of this specification.

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

Figure 1 is a bottom view, and Fig. 2 a longitudinal vertical section, of my car-coupling.

At one end of each car are two longitudinal beams, A A, placed a suitable distance apart and parallel with each other. To the under sides of these beams are fastened suitable boxes *a a*, in which is placed a rocking shaft, B, and upon this shaft are secured two arms, C C, placed parallel between the beams A A, and connected together by top and bottom cross-bars *a' a'*. The arms C C project a suitable distance in front of the end of the car, and through their front ends is passed a pin or bolt, D, secured by means of nuts *b* upon its ends. E represents a spring to bear upon the top cross-bar *a'*, to hold the bars C C downward in a horizontal position and upon a guide-frame, *d*, which prevents the arms or bars C C

from going below the horizontal position. Upon the opposite end of each car is a beam, G, with an upward-projecting hook, *h*, on its front end. H is a bumper arranged above the beam G at the end of the car.

In bringing the cars together, the front beveled side of the hook *h* strikes the bolt or pin D, and raises the same with the front ends of the arms C C until the point of the hook has passed from under the bolt, when the spring E throws the arms C C downward again, so that the hook will catch on said bolt.

To uncouple the cars, the arms C C may be raised to bring the bolt D above the point of the hook by means of a vertical shaft, I, from the platform of the car, or by a horizontal shaft from the side of the car.

This device is self-coupling, and will never uncouple itself as long as the cars are on the track; but if one car should get off from the track it will uncouple itself, leaving the others on the track.

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

The combination of pivoted arms C C, with cross-bars *a' a'*, pin D, spring E, and beam G, with hook *h*, all substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of January, 1874.

LAMPERT SCHMID.

Witnesses:

GEORGE WIMMER,
CARL HERBERGER.