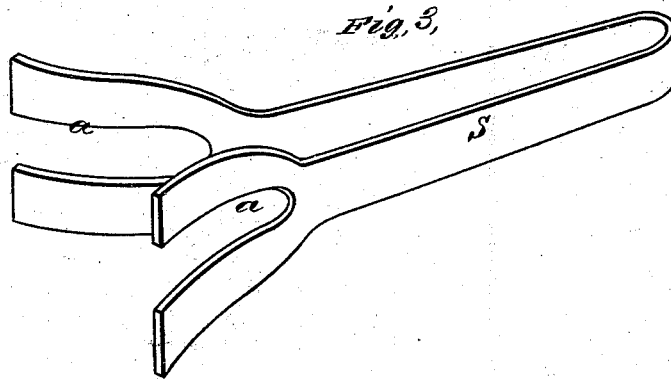
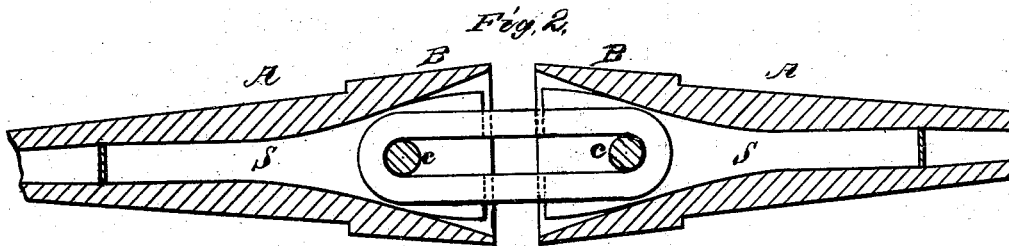
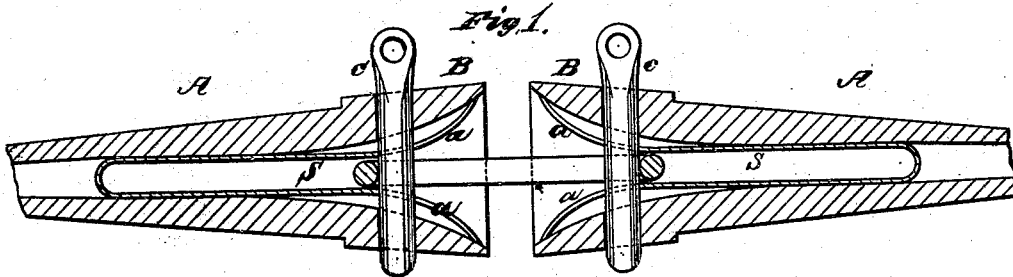


B. ALBERTSON.

CAR-COUPLING.

No. 187,577.

Patented Feb. 20, 1877.



WITNESSES

M. J. Utley
Et Bates

INVENTOR.

Benjamin Albertson.

Gilman & Smith & Co.

ATTORNEYS -

UNITED STATES PATENT OFFICE.

BENJAMIN ALBERTSON, OF UNION, IOWA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **187,577**, dated February 20, 1877; application filed June 24, 1876.

To all whom it may concern:

Be it known that I, BENJAMIN ALBERTSON, of Union, in the county of Harden and State of Iowa, have invented a new and valuable Improvement in Car-Couplings; 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 of the drawings is a representation of longitudinal vertical section of my car-coupling; and Fig. 2 is a horizontal sectional view of the same. Fig. 3 is a detail view thereof.

This invention has relation to automatic car-couplings; and the nature of my invention consists in providing the throat of each draw-bar with bifurcated spring-jaws, which will receive and guide the coupling-link into position to allow the coupling-pin to drop through it, as will be hereinafter explained.

In the annexed drawings, A A designate two draw-bars, and B B the heads thereof, which latter are made flaring, as shown in Fig. 1. The contracted throats of the heads of the draw-bars and the flaring heads thereof are adapted to receive springs S of a U form, the outer flaring ends of which are bifurcated, as shown at *a a*, the bifurcations being of such length that when a coupling-link is introduced into the mouth of a draw-bar a proper distance, the pin *c* will drop down through it and effect a coupling. The outwardly-flaring bifurcations of the springs S prevent shocks

in the act of making a coupling, and they operate to guide the link in a proper position to receive the coupling-pin, and also to hold the links horizontally when cars come together.

When any one of the guiding-springs wears unduly, so that it will not operate successfully, it can be readily removed and another substituted.

I am aware that a sliding block having guide-springs and a pivoted lever has heretofore been employed in connection with a spring-catch, as shown in Letters Patent granted to T. D. Powers, dated October 16, 1866, No. 58,883, and I therefore lay no claim to such invention.

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

1. The draw-bars A A, the heads of which are made flaring, in combination with the U-shaped spring S, made in one piece, the outer ends of which are bifurcated at *a a*, substantially as described, and for the purpose set forth.

2. As a new article of manufacture, the U-shaped spring S, made in one piece, and having its outer ends bifurcated at *a a*, to be applied to a car-coupling, in the manner substantially as described, and for the purpose set forth.

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

BENJAMIN ALBERTSON.

Witnesses:

T. L. PEIRCE,
G. A. SAWIM.