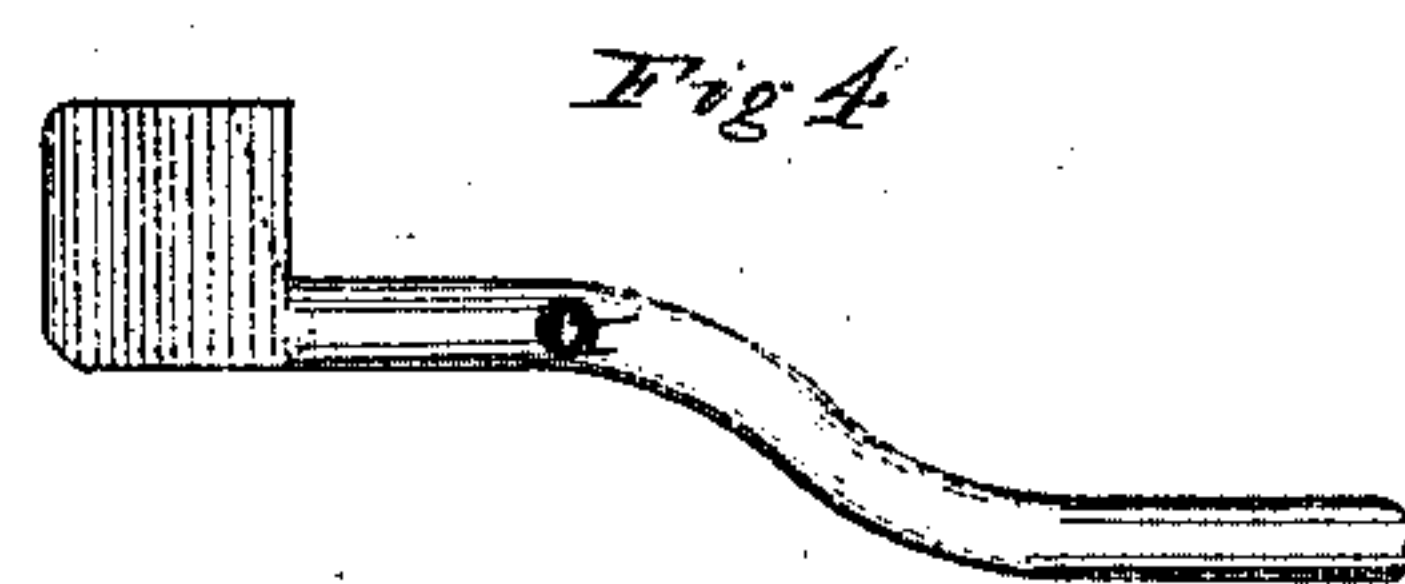
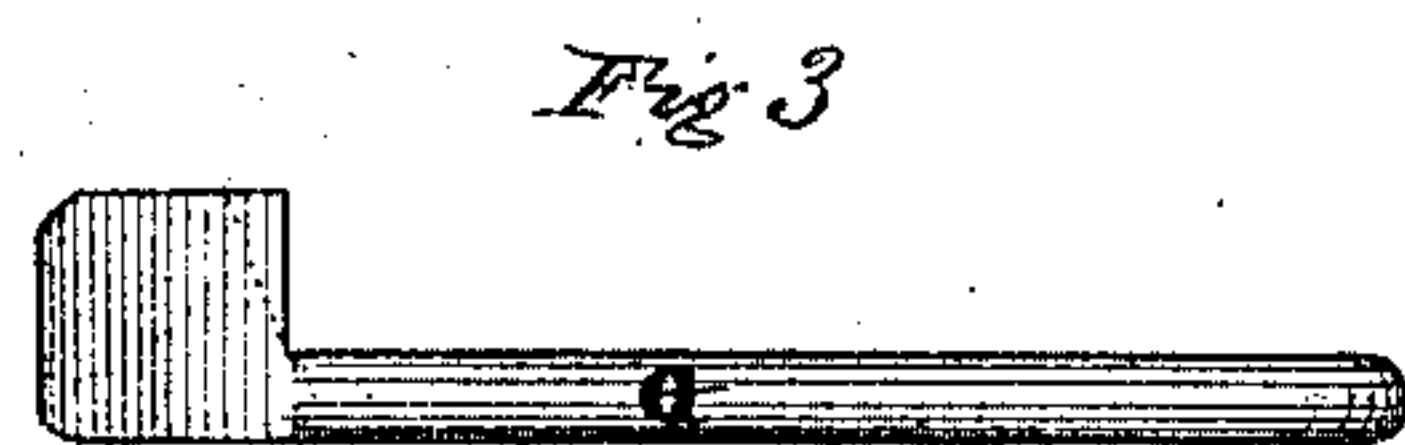
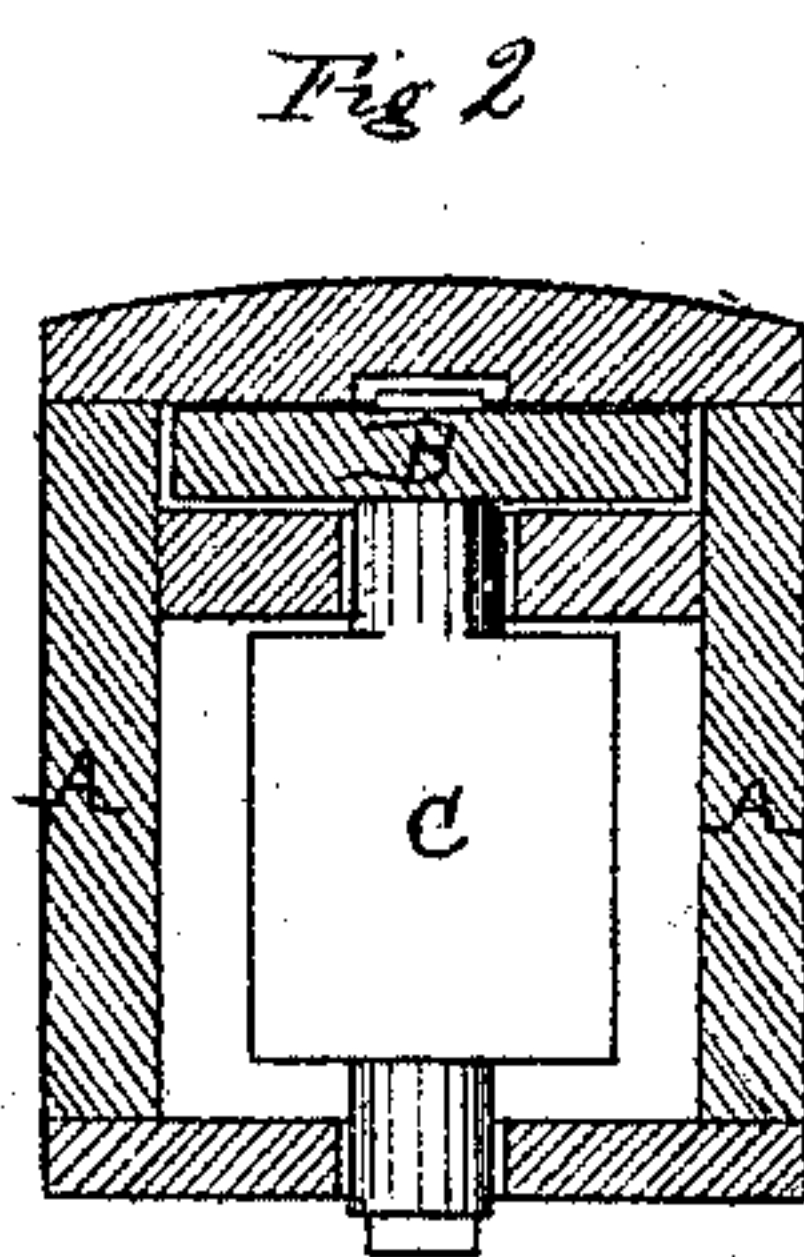
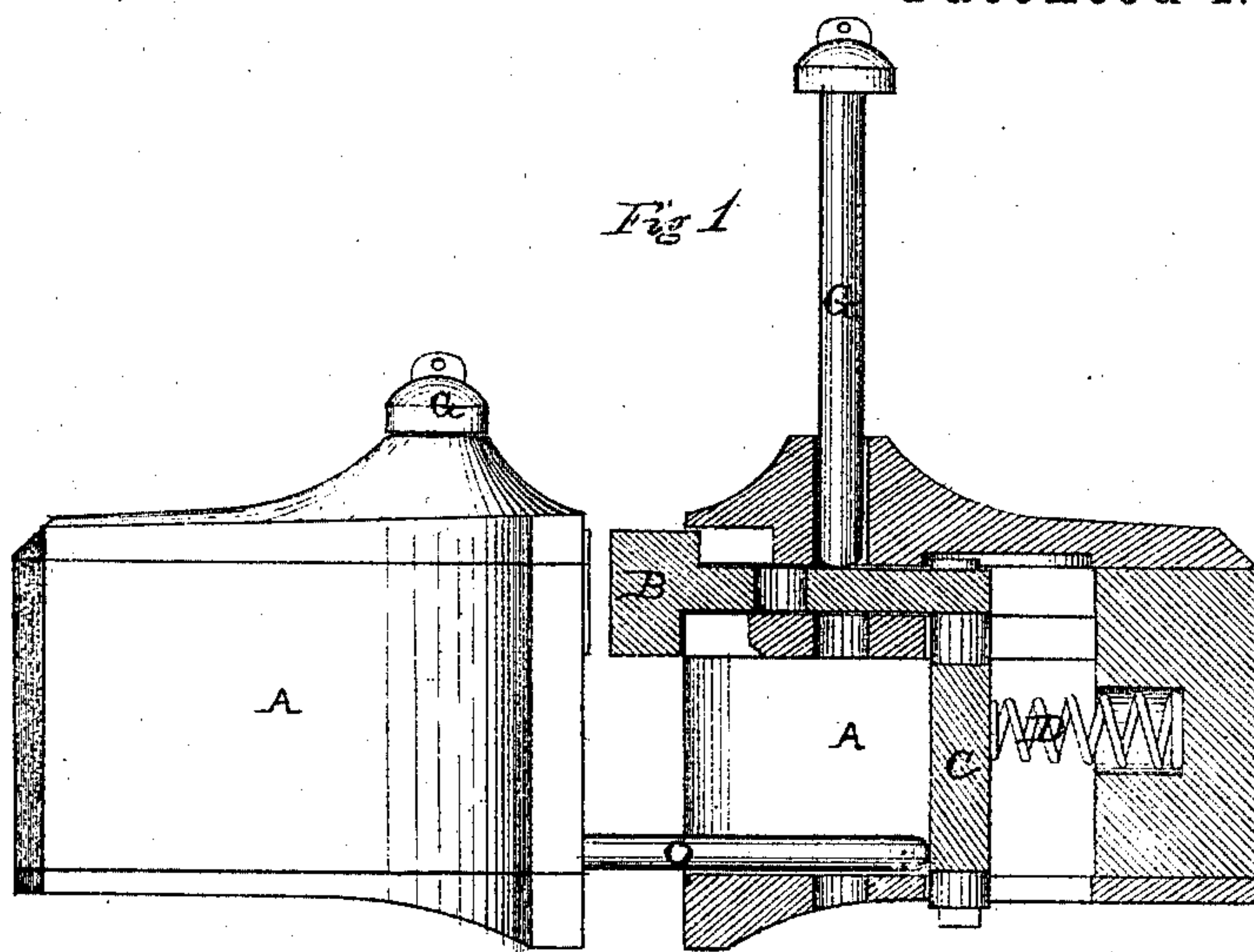


W. C. JOHNSON.
RAILWAY CAR COUPLING.

No. 97,410.

Patented Nov. 30, 1869.



Witnesses.

Harry King.
J. A. Lehmann

Inventor.

Wm C. Johnson,
per Alexander Mason
Attys.

United States Patent Office.

WILLIAM C. JOHNSON, OF FORT MADISON, IOWA, ASSIGNOR TO HIMSELF
AND AARON JOHNSON, OF SAME PLACE.

Letters Patent No. 97,410, dated November 30, 1869.

IMPROVED RAILWAY-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, WILLIAM C. JOHNSON, of Fort Madison, in the county of Lee, and in the State of Iowa, 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 this invention consists in the construction and arrangement of a device for coupling cars, as will be hereinafter set forth.

Figure 1 is a side elevation of my coupling, part of which is represented in section, so as to show the internal arrangements.

Figure 2 is a vertical section of the same.

Figures 3 and 4 are views of the coupling-links.

Letter A represents the bumpers, each of which has a slide, B, secured in its top, so that it can move freely back and forth, the outer ends of which extend out beyond the front end of the bumpers.

Secured to the rear end of the slide is an arm or stop, C, which is placed vertically inside the bumper, and has a tenon formed upon each end, so that it can move back and forth, with the slides B, in slots or recesses formed in the bumpers.

Bearing against the back of these arms, there is a spring, D, which throws the slide forward again, after it has been moved back, either by the coupling-links, or by the contact of the cars.

When the slides are moved forward, the pins G, which are inserted from the top, rest upon their tops, until the cars come in contact, when the slides are

moved back, allowing the pins to drop down through the holes in the bumper, coupling the cars together by means of the links O.

When one car is higher than another, a bent link can be used, (such as is seen in fig. 4,) one end of which extends downward, which will serve to equalize the heights, and which can be used as readily as the straight ones.

The coupling-pins G should be provided with a tolerably heavy head, so as to cause it to fall the more readily when the slide is moved back, and to also assist in causing it to retain an upright position while resting upon the top of the slide.

Should the links O be short, the slides will strike together, moving each other back, or, should the link be sufficiently long, the ends, striking against the arm C, will move the slides back in the same manner.

Having thus described my invention,

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

1. The slides B, moving back and forth in the top of the bumpers, and having their front ends extending out beyond the bumpers, as described, in combination with the arms C, when used substantially as set forth.

2. In combination with the slides B and arms C, the spring D, when used substantially as shown.

In testimony that I claim the foregoing, I have hereunto set my hand, this 29th day of June, 1869.

WILLIAM C. JOHNSON.

Witnesses:

W. D. TAYLOR,

P. GILLIGAN.