

C. MAUS.
Car-Coupling.

No. 168,270.

Patented Sept. 28, 1875.

Fig. 1.

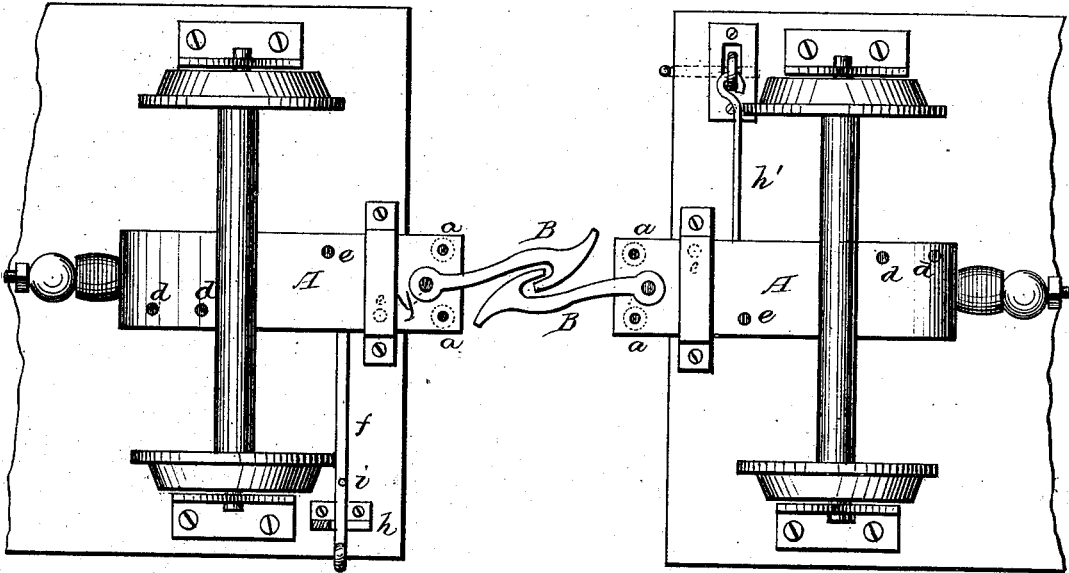


Fig. 2.

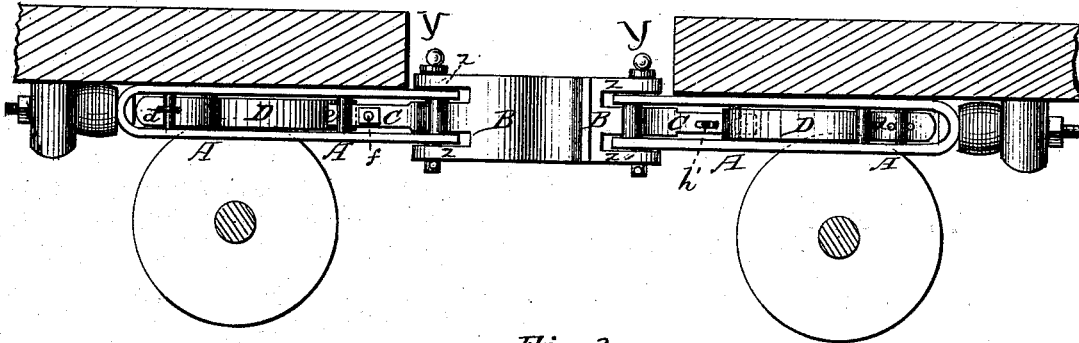
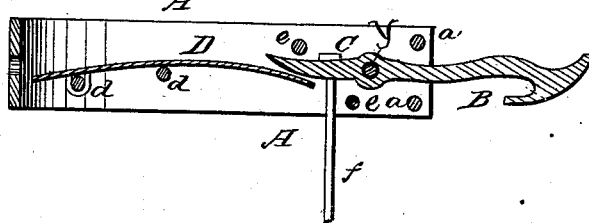


Fig. 3.



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IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **168,270**, dated September 23, 1875; application filed July 24, 1875.

To all whom it may concern:

Be it known that I, CHARLES MAUS, of Danville, in the county of Montour and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I 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, which form 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 the annexed drawing, Figure 1 is a bottom view. Fig. 2 is a central vertical section. Fig. 3 is a detail section of draw-head.

A represents an ordinary draw-head, such as are now in common use, with the front part or bumper taken off, and two posts, *a a*, inserted at the front end and firmly riveted. B is a clutch hinged by means of a bolt, *y*, to the draw-head in rear of the two posts *a a*, and provided or formed with a lever, C, projecting inward into the draw-head. This lever is operated upon by a spring, D, which is fastened at the back end of the draw-head to two posts, *d d*, firmly riveted to said draw-head. On each side of the lever C are two other posts, *e e*, one of which holds the clutch in place, and the other prevents the lever from being drawn past the spring.

To an eye in the lever *c* is attached a rod, *f*, which extends out to the side of the car, and provided at its outer end with a suitable handle by means of which the cars are uncoupled. On the rod *f* is a pin, *i*, to catch in a slotted

plate, *h*, for holding the clutch to one side, so that it will not couple when the cars are brought together.

On the opposite car there is an upright lever, *h'*, to show the mode of uncoupling passenger-cars.

The clutch is to be made of sufficient depth to couple cars of different height.

It will be seen that the coupling-clutches are each formed with an upper and a lower rear-extending ear, *z z*, which straddle the draw-head and allow the lever C which extends between said ears to pass into the draw-head, as shown. These clutches are each detachably-connected to the draw-head by the single bolt *y*, and can be removed therefrom by simply extracting the bolt.

With a very slight change, my coupling-clutches can be applied to any ordinary draw-head now in use.

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

In combination with the draw-heads A A, provided with springs D, and stops, as described, the coupling-clutches B B provided with ears *z z*, and levers C, and detachably-connected to the draw-heads by the bolts Y, substantially as and for the purposes described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

CHARLES MAUS.

Witnesses:

ZACHARIAH MARKLE,
GEORGE B. O'CONNOR.