S. F. PAGE.

CAR-COUPLING.

No. 183,508. Patented Oct. 24, 1876.

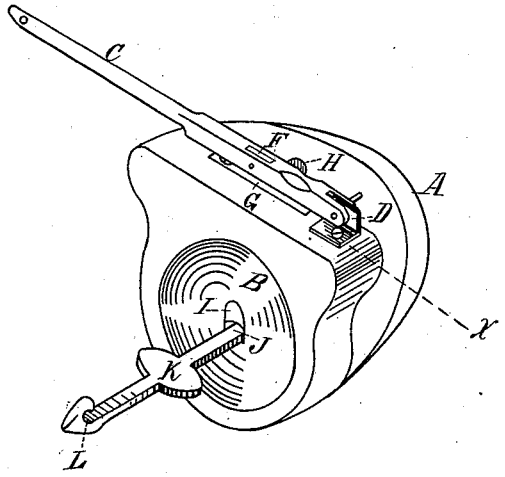

Fig. 1.

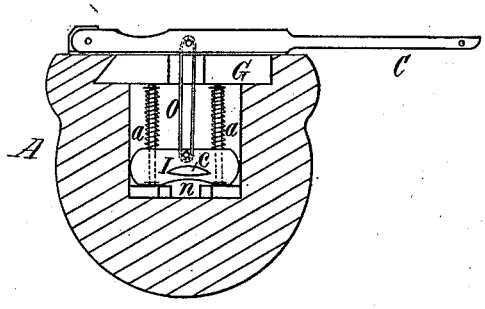

Fig. 2.

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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **183,508**, dated October 24, 1876; application filed May 17, 1876.

To all whom it may concern:

Be it known that I, SAMUEL F. PAGE, of Valatie, in the county of Columbia, State of New York, have invented certain new and useful Improvements in Car-Couplings, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view, and Fig. 2 a vertical lateral section.

Like letters of reference indicate corresponding parts in the different figures of the drawing.

My invention relates to that class of car-couplings which are automatic or self-coupling; and consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a more effective device of this character is produced than is now in ordinary use.

The nature and operation of my invention will be readily obvious to all conversant with such matters from the following description.

In the drawing, A A represent the draw-bar heads, which have their contiguous ends concaved, as shown at B, and are centrally mortised at *n*, to receive the link K. A clutch, I, is fitted to slide vertically in each of the heads, being provided with lateral indentations *c*, to receive the hook L on the link K. A cap, G, is fixed in the upper portion of the head, forming a cover to the cavity in which the clutch I is disposed, and between this cap and the clutch are two springs, *a a*, which act expansively to force the clutch downwardly into the mortise *n*, or across the path of the link K. Attached to the bar A there is a plate, *x*, and jointed to this plate by the pin D there is a horizontally-arranged hand-lever, C, which is connected at F to the sliding clutch I by the link O, passing through a vertical aperture in the cap G.

In the use of my improvement, the end J of the link K is forced into the mortise *n*, the clutch I yielding for that purpose until the hook L has passed the clutch and falls into the indentation *c*. This construction of the end of the link, in combination with the recess or indentation *c*, holds the link firmly, and prevents it from jumping out of place. The cars are then brought together, the opposite end of the link K being forced into the central mortise in the opposite draw-bar head, and secured by the clutch therein, in a manner which will be readily understood from the foregoing description.

The levers C are designed to be used in raising the clutches I, and should be of sufficient length to enable the cars to be uncoupled without passing between the same.

Having thus explained my invention, what I claim is—

The clutches I, recessed at *c*, and provided with the springs *a*, bearing against the cap G, link O, and lever C, in combination with the draw-heads A A, provided with the concave face B, having mortises *n*, beveled on their inner surfaces, and the hooked bar K, all constructed to operate as described.

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