

C. MAUS.
Car Coupling.

No. 97,208.

Patented Nov. 23, 1869.

Fig. 1.

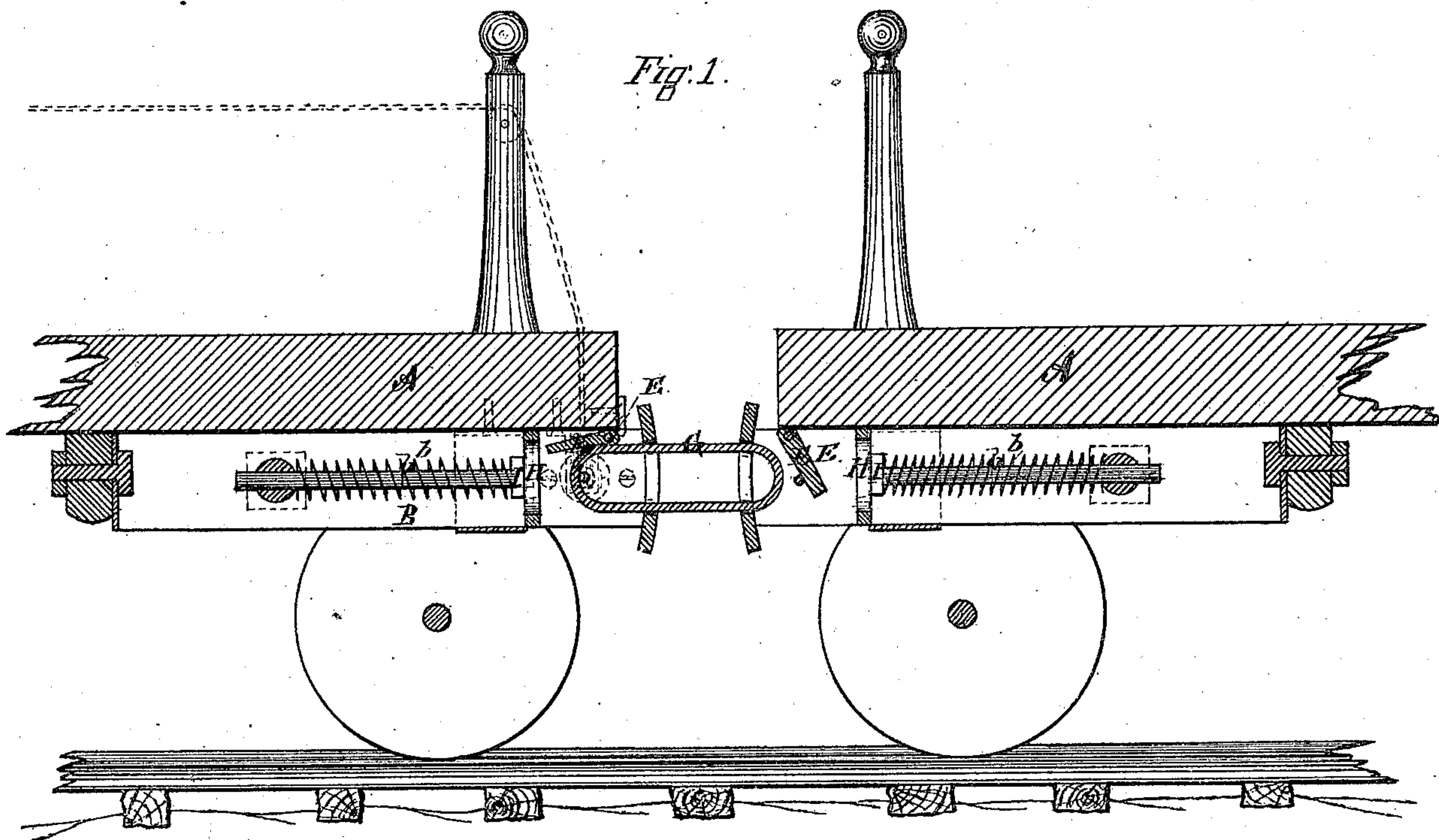
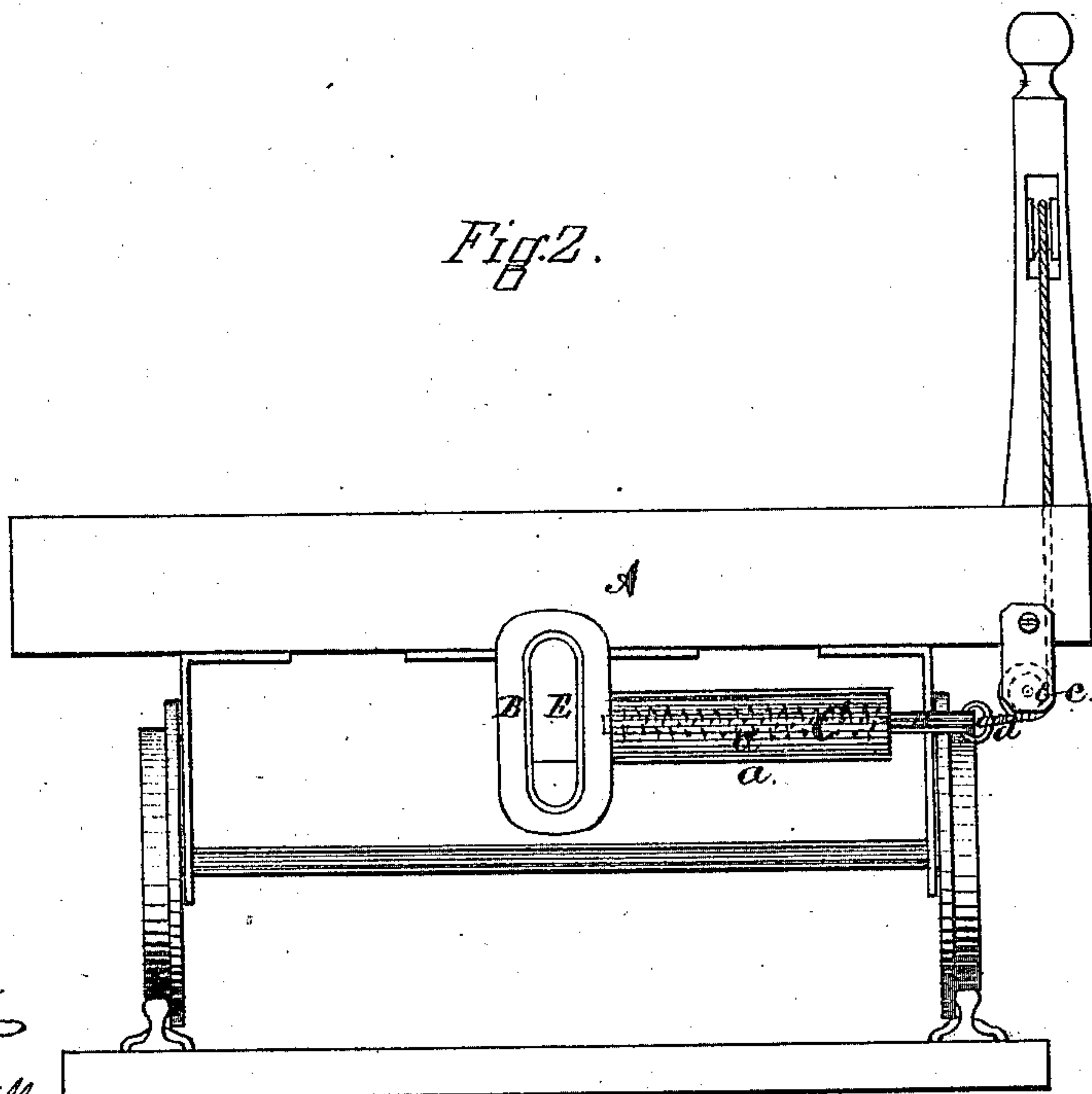


Fig. 2.



WITNESSES

John A. Ellis
Henry H. Miller

INVENTOR

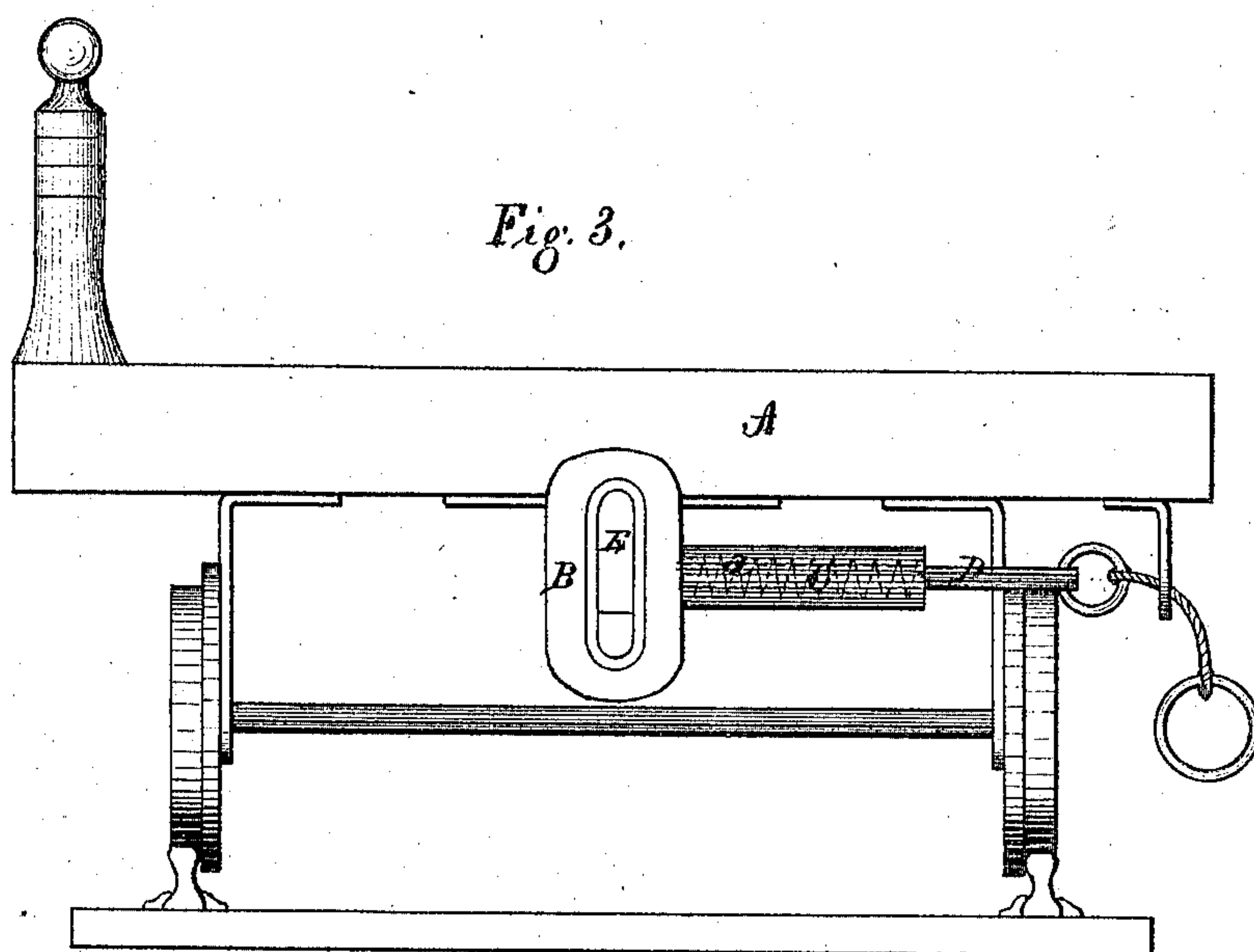
Chas. Maus
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2 Sheets—Sheet 2.

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Witnesses,
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Inventor,
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United States Patent Office.

CHARLES MAUS, OF DANVILLE, PENNSYLVANIA.

Letters Patent No. 97,208, dated November 23, 1869.

IMPROVED 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, 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 a part of this specification.

The nature of my invention consists in the construction and general arrangement of a self-acting car-coupling, as will be hereinafter 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 drawings, in which—

Figure 1 is a longitudinal vertical section, and

Figures 2 and 3 are end views of a car, with my coupling attached.

A represents the bottom of a railroad-car, to the under side of which is secured the draw-bar B.

This draw-bar is of the usual style, but turned edgewise instead of horizontally, as is usually the case.

On the side of the draw-head B is secured a tube, C, at right angles, within which is placed the bolt or coupling-pin D.

The coupling-pin is within said tube surrounded by a spring, *a*, so arranged as to force the pin inward through the draw-head, there being a hole in the other side of the draw-head for that purpose.

In the roof of the draw-head B, and in the rear of the coupling-pin D, is pivoted a drop, E, which, when the coupling-pin is withdrawn, falls down against the hole through which the pin enters the draw-head, preventing the pin from entering.

The coupling-link G is made in the usual manner, but turned edgewise, and when the cars are brought together, it strikes the drop E, raising the same, and allowing the spring *a* to force the coupling-pin inward through the link, thus coupling the cars.

In rear of the drop E, within the draw-head, is

placed a guide, H, which holds the coupling-link G in the proper position to be inserted in the opposite draw-head.

The rear end of the coupling-link G, in passing through the guide H, strikes a block, I, which is pressed forward by a spring, *b*, and yields sufficiently to prevent any too sudden shock or jar when the cars are brought together.

The cars are uncoupled from the side by means of a ring attached to the outer end of the coupling-pin D.

This manner of uncoupling, I propose to employ at one end of the car, but at the other end I attach a rope or chain, *d*, to the outer end of the coupling-pin, passing said rope around a pulley, *e*, under the platform up through said platform, and through the car.

By this means, in case of an accident, in case it is desired to uncouple the cars suddenly, any of the passengers may do so by merely pulling the rope *d*.

This rope may also be pulled from the platform, to uncouple the cars, and may, for that purpose, at a suitable point, be provided with a ring to take hold by.

Having thus fully described my invention,

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

1. The arrangement, upon the side of the draw-head B, of the tube C, coupling-pin D, and spring *a*, in combination with drop E, all constructed and operating substantially as and for the purposes herein set forth.

2. The combination and arrangement of the draw-head B, tube C, pin D, spring *a*, drop E, guide H, block I, and spring *b*, all substantially as and for the purposes herein set forth.

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

CHARLES MAUS.

Witnesses:

JAMES V. WHITE,
JOHN A. ELLIS.