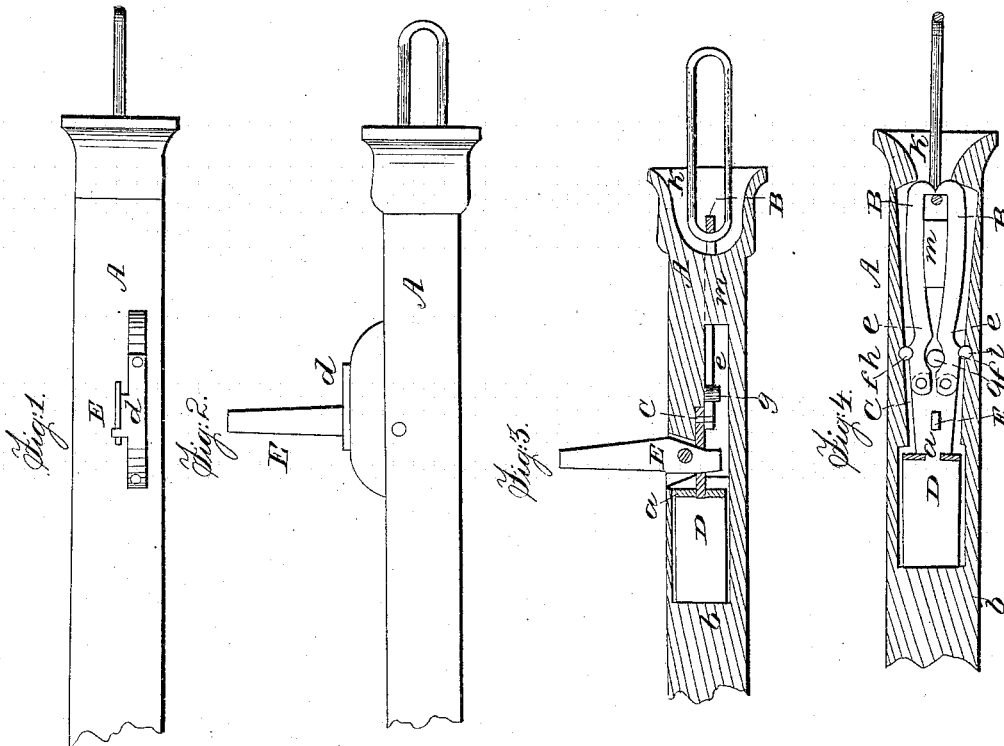


A. G. PAGE.

Car Coupling.

No. 51,209.

Patented Nov. 28, 1865.



Witnesses;
D. P. Mahan
G. H. Washburn

Inventor:
Albert G. Page
by his attorney
R. H. Ladd

UNITED STATES PATENT OFFICE.

ALBERT G. PAGE, OF AUGUSTA, MAINE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 51,209, dated November 23, 1865.

To all whom it may concern:

Be it known that I, ALBERT G. PAGE, of Augusta, in the county of Kennebec and State of Maine, have invented an Improved Car-Coupling; and I do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view; Fig. 2, a side elevation; Fig. 3, a vertical and longitudinal section, and Fig. 4, a horizontal and longitudinal section, of it.

In such drawings, A denotes a draw-bar of a railway-carriage, it being suitably chambered for the reception of the operative parts of the mechanism to be described.

Within the draw-bar are two jaws or hooked arms, B B, which are formed and arranged with respect to one another, and are hinged or jointed to a carrier or slider, C, in manner as shown in the drawings. In rear of this slider is a cylindrical india-rubber spring, D, which rests against the head *a* of the carrier and also against an abutment, *b*, formed in the draw-bar. A hand-lever, E, passes through the carrier and upward out of the draw-bar. This lever works against a stop-catch, *d*, fixed on the upper side of the said draw-bar and formed as represented in Fig. 1.

The jaw-levers are formed with opening-cams *e e* and closing-cams *f f*, arranged on them and with respect to their pins *g h i* as represented, such pins being inserted in the draw-bar.

On taking hold of the longer arm of the le-

ver and moving it in such manner as to produce a recession of the jaw-levers, the said jaw-levers will be caused, through the agency of the cams *e e*, to open or move asunder at their hooked ends. During an advance of the levers, which will be produced by the spring, the cams *f f*, acting against the two external pins, will effect the closing of the jaws.

During the advance of a car-shackling link into the mouth *k* of the bunter or draw-bar such link, by pressure against the hooks of the jaws, will force the jaws backward, they being opened apart in the meantime. As soon as the link may have passed the hooks the spring will be free to advance the jaws, and during such advance they will close together and engage the link.

A link-abutment, *m*, is placed between the jaw-levers for the link to bear against as well as to bring up against while in the act of being thrown into the draw-bar.

I am aware that a car-coupling has been provided with hooked jaw-levers, and therefore do not claim the same, my invention being limited to my improvement thereon.

What I claim as my invention is—

The combination and arrangement of the spring D, the carrier C, the pins *g h i*, cams *e e f f*, abutment *m*, and lever E, and stop-catch *d*, as applied to the hooked jaw-levers and the draw-bar, as and to operate as, specified.

ALBERT G. PAGE.

Witnesses:

SAMUEL TITCOMB,
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