

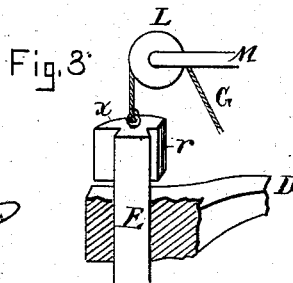
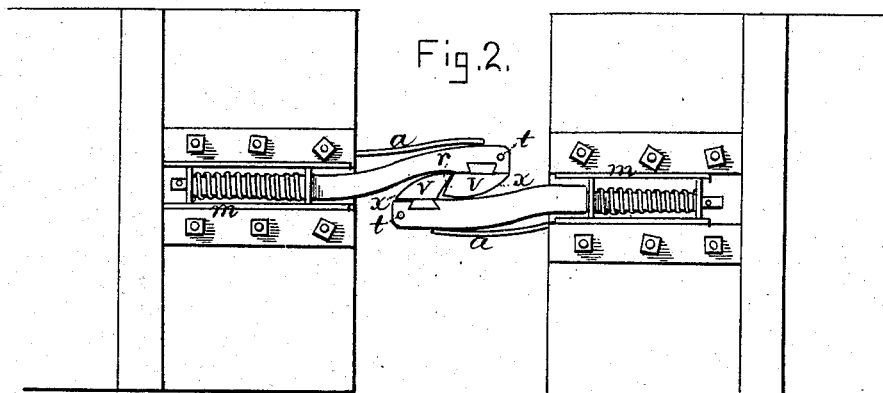
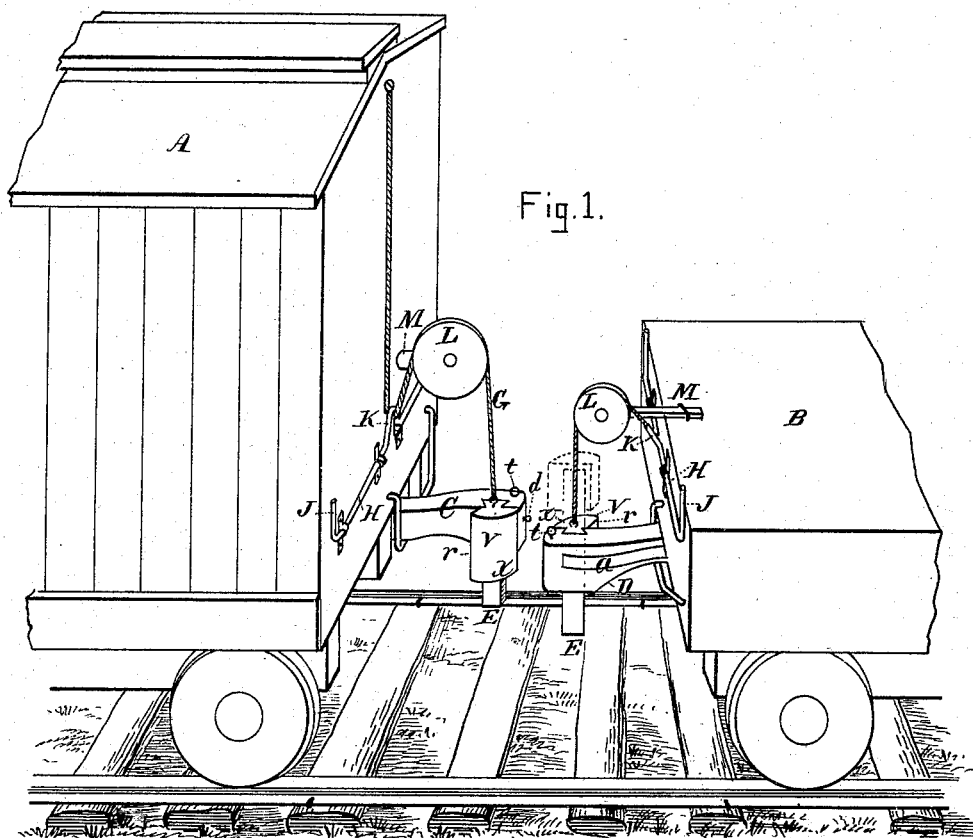
(No Model.)

C. F. & E. R. CLAPP.

CAR COUPLING.

No. 263,764.

Patented Sept. 5, 1882.



Witnesses:
E. Neal.
John H. Swaney

Inventor
 Charles E. Clegg
 Eugene B. Clegg
 Per E. C. Shaw
 in Atty.

UNITED STATES PATENT OFFICE.

CHARLES F. CLAPP AND EUGENE R. CLAPP, OF HYDE PARK, MASS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,764, dated September 5, 1882.

Application filed July 5, 1882. (No model.)

To all whom it may concern:

Be it known that we, CHARLES F. CLAPP and EUGENE R. CLAPP, of Hyde Park, in the county of Norfolk, State of Massachusetts, have invented a certain new and useful Improvement in Car-Couplers, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view; Fig. 2, a bottom or plan view, and Fig. 3 a vertical longitudinal section.

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

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

In the drawings, A B represent the cars, C D the draw-bar heads, and E the clutches.

The draw-bars are provided with the usual springs, *m m*, and also with the springs *a a*, which act to keep the heads interlocked when the cars are coupled.

The clutches E are dovetailed into the opposite sides of the draw-bar heads, being fitted to slide or work vertically therein, and connected with cords or chains G.

Mounted horizontally in proper bearings or boxes on the ends of each of the cars, above the draw-bar heads, there is a rocking shaft, H, provided with the handle or lever J, and with the double or loop lever K.

A pulley, L, mounted in the bracket M, is disposed on the forward end of each car, the cord G passing from the clutch E over the pulley, under or through the loop K, and thence to the top of the car, or into the same, where it is secured

The clutches E are each provided with strikers *v*, having their outer faces curved, as shown at *x*, and with the inclined shoulders or edges, as seen at *r*, so that when they come in contact in coupling the cars they readily slide over or pass each other, permitting the shoulders *r* to interlock and couple the cars in a manner which will be readily understood by all conversant with such matters without a more explicit description.

The uncoupling of the cars may be accomplished from the top or inside of the car by means of the cord G, or from the side of the car by means of the shaft H, the handle or lever J being depressed, thus causing the loop or lever K to pull up the cord G and raise the clutch E.

The strikers *v* are preferably made a little longer or deeper than the draw-bar heads to insure the coupling of the cars where one is higher than the other. The draw-bar heads are also provided with the holes or apertures *d*, for receiving a link, (not shown,) and with the pins *t*, to enable the cars to be coupled to those not fitted with our improvement, if required.

Having thus explained our invention, what we claim is—

1. The draw-bar heads C D, respectively provided with vertically-sliding clutches E and springs *a*, constructed and arranged to operate substantially as specified.

2. The cord G, pulley L, and clutch E, in combination with the draw-bar head C and spring *a*, constructed and arranged to operate substantially as set forth.

3. The rocking shaft H, pulley L, cord G, clutch E, draw-bar head C, and spring *a*, constructed and arranged to operate substantially as specified.

CHARLES F. CLAPP.
EUGENE R. CLAPP.

Witnesses:

HENRY S. BUNTON,
ALBERT C. CLAPP.