

H. C. CHAPMAN.
Car-Couplings.

No. 157,193.

Patented Nov. 24, 1874.

Fig. 1

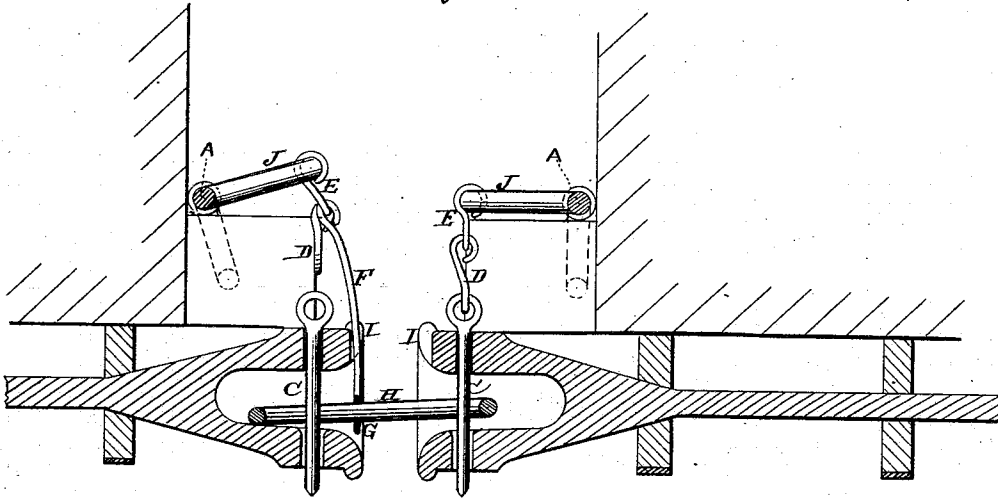
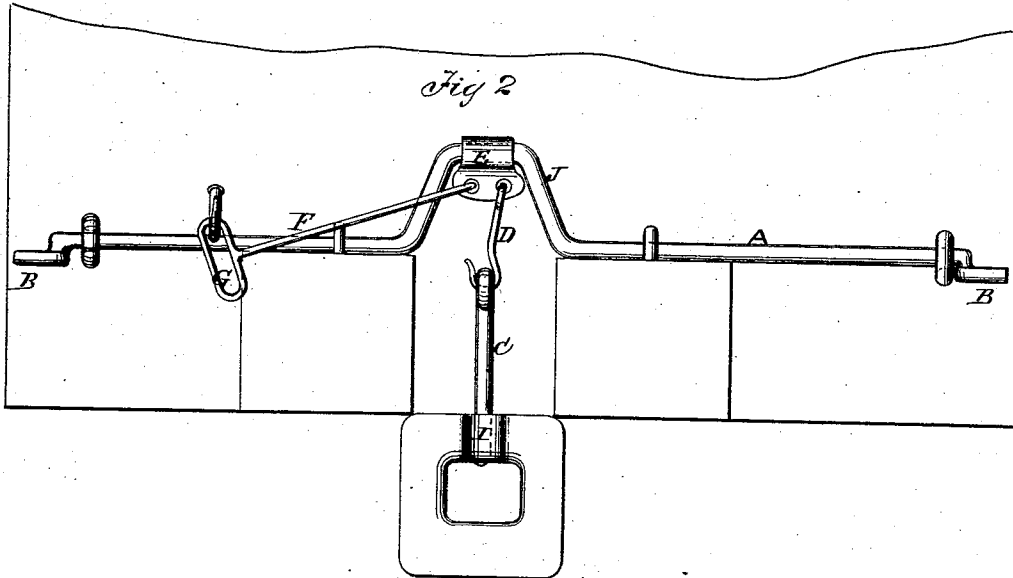


Fig. 2



WITNESSES:

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HENRY C. CHAPMAN, OF PORT JERVIS, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **157,193**, dated November 24, 1874; application filed September 19, 1874.

To all whom it may concern:

Be it known that I, HENRY C. CHAPMAN, of Port Jervis, in the county of Orange and State of New York, have invented a new and Improved Car-Coupling, of which the following is a specification:

The invention here presented represents a new and useful device for coupling and uncoupling cars without the necessity of the brakeman going between the same, the outer end of the coupling-link being raised or lowered by a looped rod, in which the link rests, and by which the said link may be elevated or depressed to suit the various heights of draw-heads on different cars; and, furthermore, by having a recess made in the face of the draw-head, into which the looped rod which supports the link may recede when the cars bump together, it will prevent the said rod from being broken or jammed in the collision, the construction and operation of which will be understood from the following description, reference being had to the accompanying drawing forming part of this specification.

Figure 1 represents a sectional side elevation, showing two cars coupled. Fig. 2 is an end view, showing the coupling-pin disengaged.

Similar letters of reference indicate corresponding parts.

In the case here presented the letter A represents a rod extending across the end of a car, and securely attached thereto by staples, cleats, or other suitable means, forming bearings in which it may rotate. The said rod is shaped

as shown in Fig. 2, having a crank, B, at each end, and a U-crank, J, in its center, from which the coupling-pin C is suspended by means of a hook, D; which is attached to or swings from the swivel-plate E. The letter F represents a rod suspended from the aforesaid swivel-plate. The said rod has a loop, slot, or ring, G, which fits loosely over the coupling-link H, and serves to support the same at any desired inclination, thus enabling the brakeman to adjust the link without the necessity of going between the cars; and to prevent breakage or injury to the said rod when the cars bump together, I have a recess, I, made in each draw-head, into which the rod may run and thus be protected.

When the above-described rod F is not required to be used it may be hung over a hook provided for it, as shown in Fig. 2.

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

1. The looped rod F, for supporting and holding the link H at any desired inclination, the rod being suspended from a swivel-plate on the U-crank J, all combined substantially as described.

2. The swivel-plate E, in combination with the looped rod F and hooks D, to give ease and flexibility to their movements, substantially as described.

HENRY C. CHAPMAN.

Witnesses:

CHARLES H. NASH,
ALEX. F. ROBERTS.