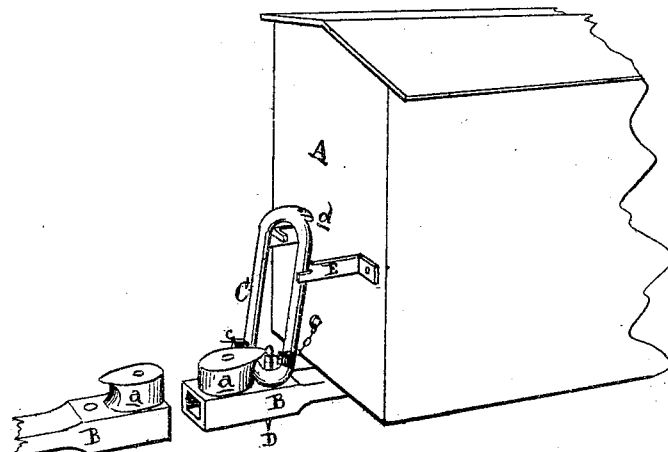
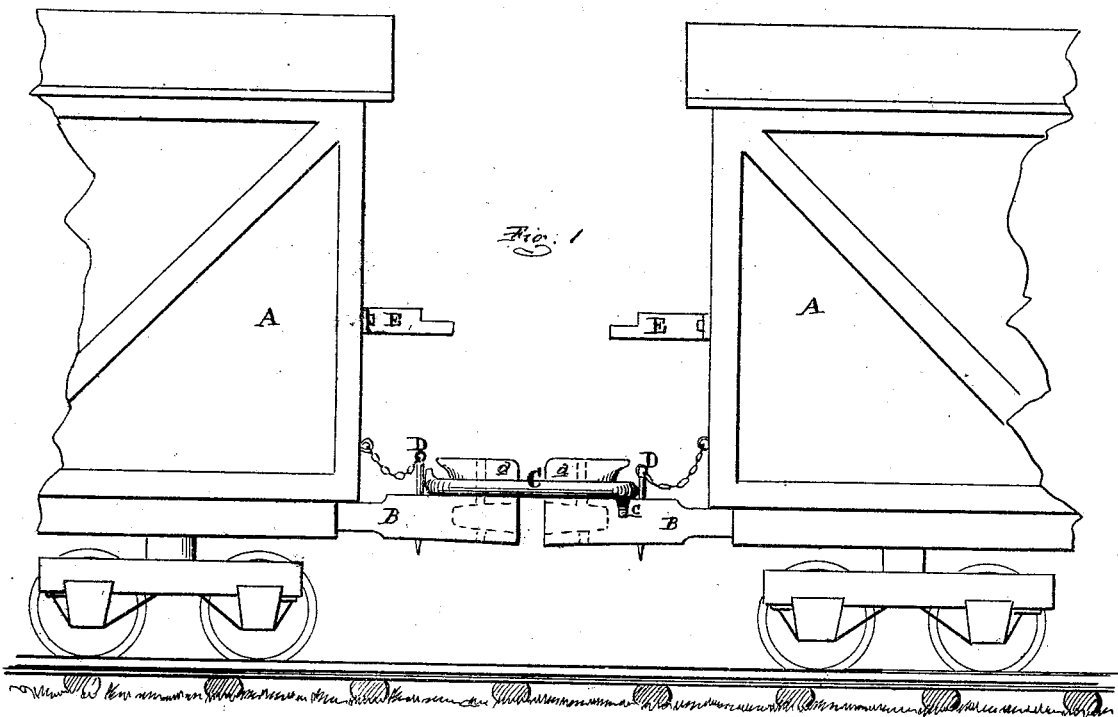


E. M. GEORGE.

Improvement in Car-Couplings.

No. 114,797.

Patented May 16, 1871.



ATTEST
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Notary at Large

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UNITED STATES PATENT OFFICE.

EMANUEL M. GEORGE, OF THREE RIVERS, MICHIGAN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **114,797**, dated May 16, 1871.

To all whom it may concern:

Be it known that I, E. M. GEORGE, of Three Rivers, in the county of St. Joseph and State of Michigan, have invented a new and useful Improvement in Car-Couplings; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, and being a part of this specification, in which—

Figure 1 is an elevation of two cars coupled by my device, and Fig. 2 is a perspective view of the couplings detached.

Like letters indicate like parts in each figure.

This invention has for its object the construction of a railway-car coupling in such a manner that the cars provided with it will automatically couple themselves on coming together, and which may be used to connect the cars provided with it with those provided with the ordinary link-and-pin coupling; and it consists in the novel and peculiar construction of the draw-bars and a link arranged and operating as more fully hereinafter set forth.

In the drawings, A represents the bodies of ordinary cars, under each end of which are attached the draw-heads B, provided with the usual buffer-spring. These draw-heads differ from those heretofore in general use only in being cast or forged with a hook-head, *a*, over the link-socket, a pin-hole extending down through the head and the bottom of the socket, so that by using a longer pin than is used with the ordinary coupling the cars may be coupled with a link and such pin in the old way, if such becomes necessary, as in coupling to cars unprovided with my improvement. The heads *a* are hooked on the side next the body of the car.

C is a link sufficiently long to drop over the heads *a* and rest on the draw-heads, when the latter are in contact. Behind each head *a* and the link a pin, D, is inserted through the shank

of the draw-head in a hole made for that purpose. After the insertion of the pins in this manner the link cannot be raised out of engagement with the heads *a*, their hooked projections preventing it.

E are guide-supports on the ends of the cars, so placed as to receive and support the link, when raised on end, and give it a slight inclination toward the car, as shown in Fig. 2. In this position of the link the cars will automatically couple themselves as they come together. As the pressure on the draw-heads pushes them in the link is thrown forward of the perpendicular and falls over the head *a* of the adjacent draw-head, when the pin of that head, previously withdrawn, may be replaced without endangering life or limb.

Although not necessary, yet to insure the falling of the link over the head of the coupling draw-head at or near the lower end of the link when stood up, I forge on a pair of guide-studs, *c*, which embrace the shank of the draw-head when the link falls, and thus guide it to place. For convenience in uncoupling a stud, *d*, may be forged at the other end of the link, to which a chain may be attached and led to the top of the car for that purpose.

It will readily be seen that this life and limb saving device may be applied to the ordinary wrought-iron now in use at a small cost, and not prevent it from being used to couple with cars not provided with the improvement.

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

The combination, with the draw-bars B, constructed as described, of the link C, pins D, and link-supports E, as and for the purpose set forth.

EMANUEL M. GEORGE.

Witnesses:

R. R. PEALER,
W. A. WILSON,