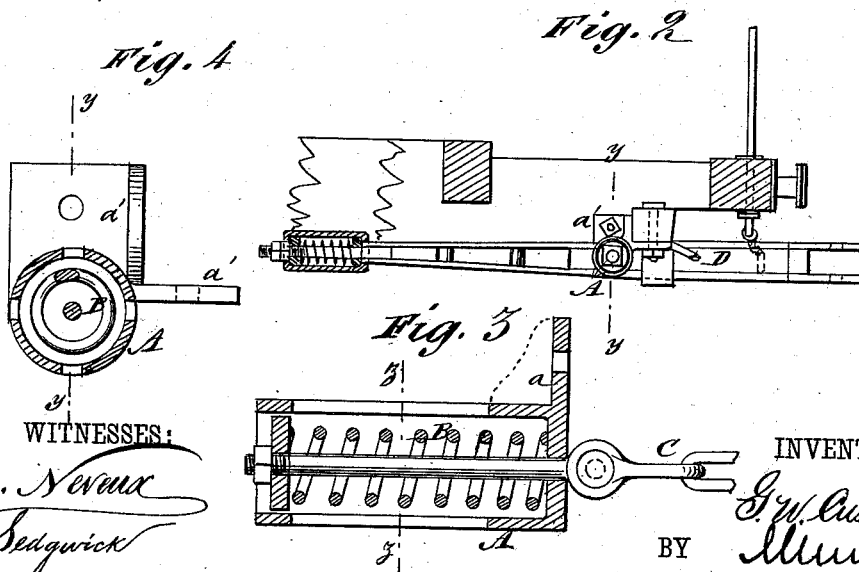
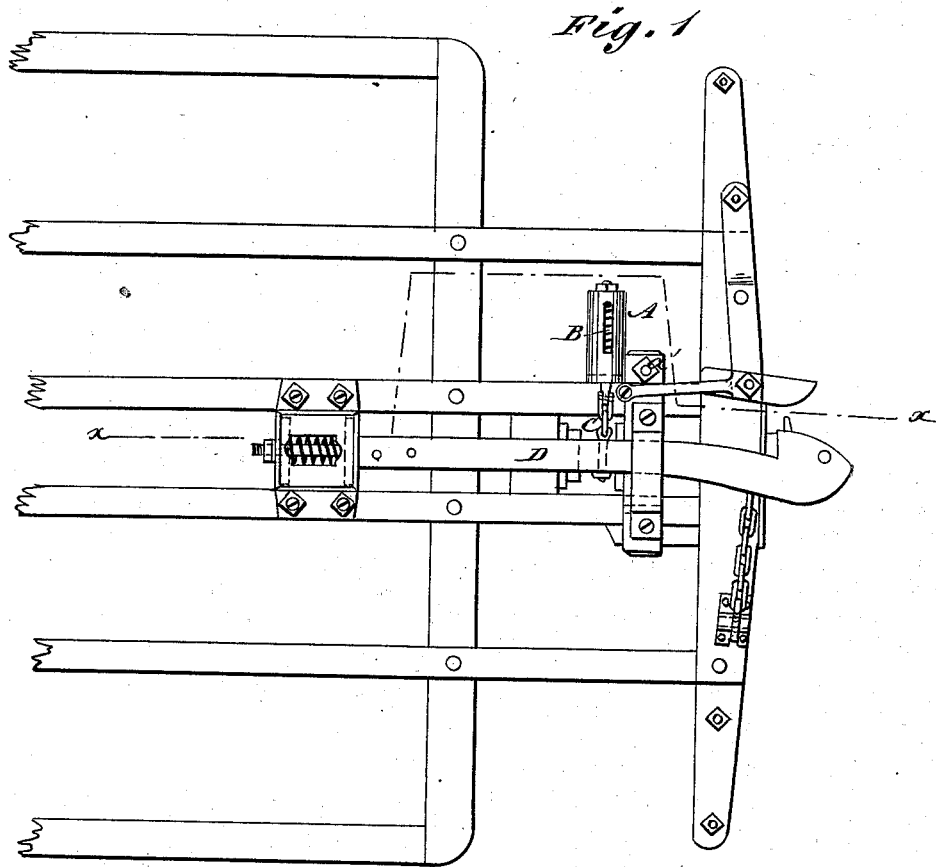


G. W. CUSHING.
Car-Coupling.

No. 215,332.

Patented May 13, 1879.



WITNESSES:

C. Nevins
A. Sedgwick

INVENTOR:

BY

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE W. CUSHING, OF SEDALIA, MISSOURI.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **215,332**, dated May 13, 1879; application filed February 24, 1879.

To all whom it may concern:

Be it known that I, GEORGE W. CUSHING, of Sedalia, in the county of Pettis and State of Missouri, have invented a new and Improved Attachment to Draw-Hooks or Coupling-Bars, of which the following is a specification.

Figure 1 is a plan of the under side of a car, showing the "Miller coupling" and the improved attachment. Fig. 2 is a sectional view on line *x x*, Fig. 1. Fig. 3 is a sectional view on line *y y*, Fig. 2. Fig. 4 is a sectional view on line *z z*, Fig. 3.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish a more efficient and durable substitute for the plate-springs and other devices that are now used on that class of draw-hooks that require a side tension to retain them in position.

The drawings are of a Miller platform and its parts, with the exception of the substitution of the spring and attachments I desire to protect for the device ordinarily used on the opposite side of the draw-hook, and usually made of one or more flat plates of steel—a very troublesome device in many ways, wearing the hook badly, and itself easily becoming broken and misplaced.

Though this improved attachment is especially designed for the Miller coupling, it is applicable to all draw-hooks or coupling-bars requiring side pressure or tension.

In the drawings, A represents the spring-case; B, the spring; C, the connecting-links, and *a'* the flange of the spring-case by which the attachment is secured to the frame supporting the coupling-bar.

D represents the Miller or any other side tension or pressure coupling-bar, or bar requiring side tension or pressure to retain it in position.

The advantages of this device over all others now in use for keeping the Miller bar or others of like character in position must at once be apparent to all railroad-men.

When coupling or uncoupling, the spiral spring B yields enough to permit the necessary side movement of the draw-hook, and then at once by its tension draws back and holds the draw-hook securely in its primary position.

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

The flanged case A *a*, secured to the platform of a car having a spiral spring, B, and provided with a link, C, in combination with a side-tension coupling-bar having both a lateral and longitudinal motion, as and for the purpose specified.

GEORGE WASHINGTON CUSHING.

Witnesses:

JOHN C. BARBER,
JAKWAY R. HOFF.