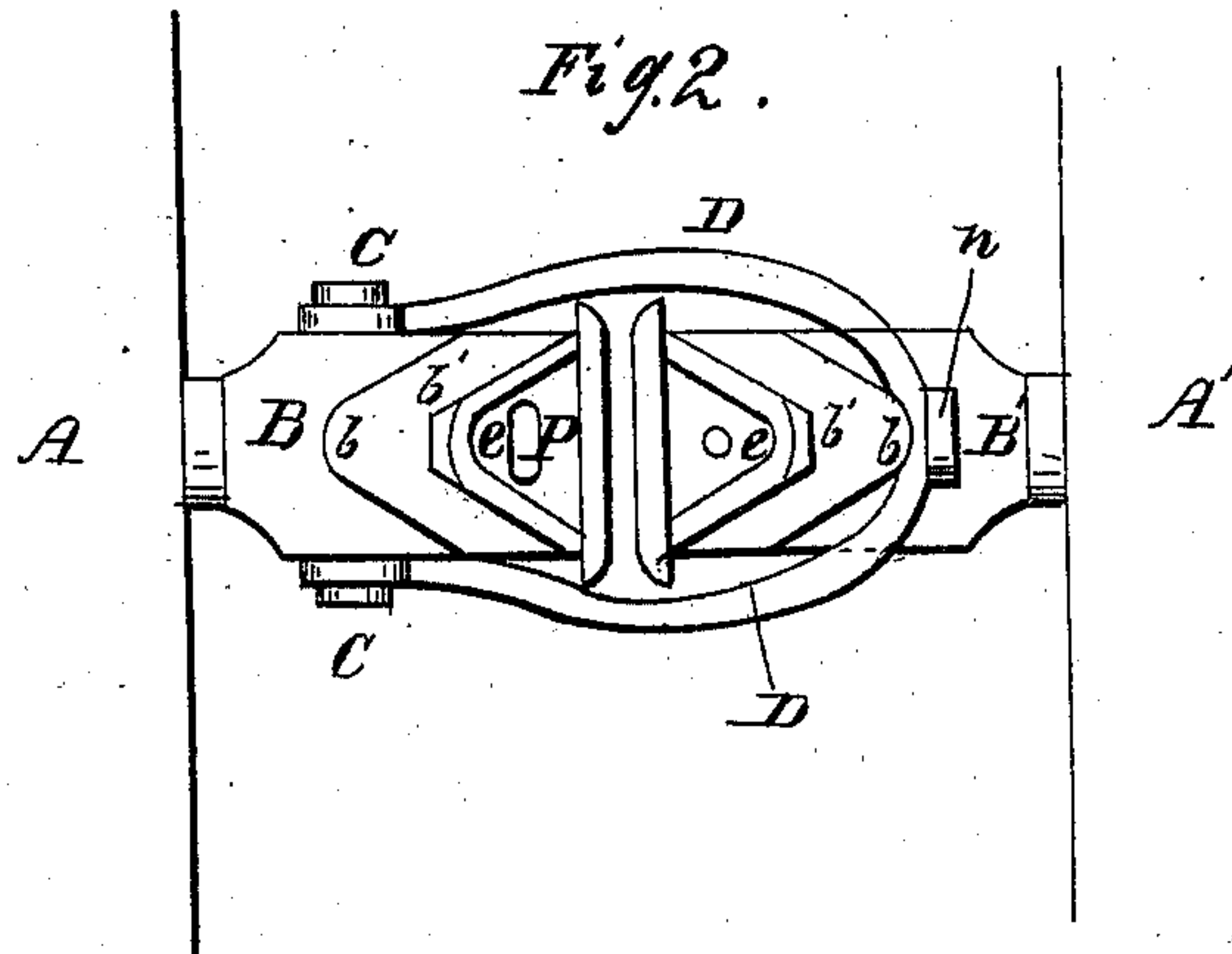
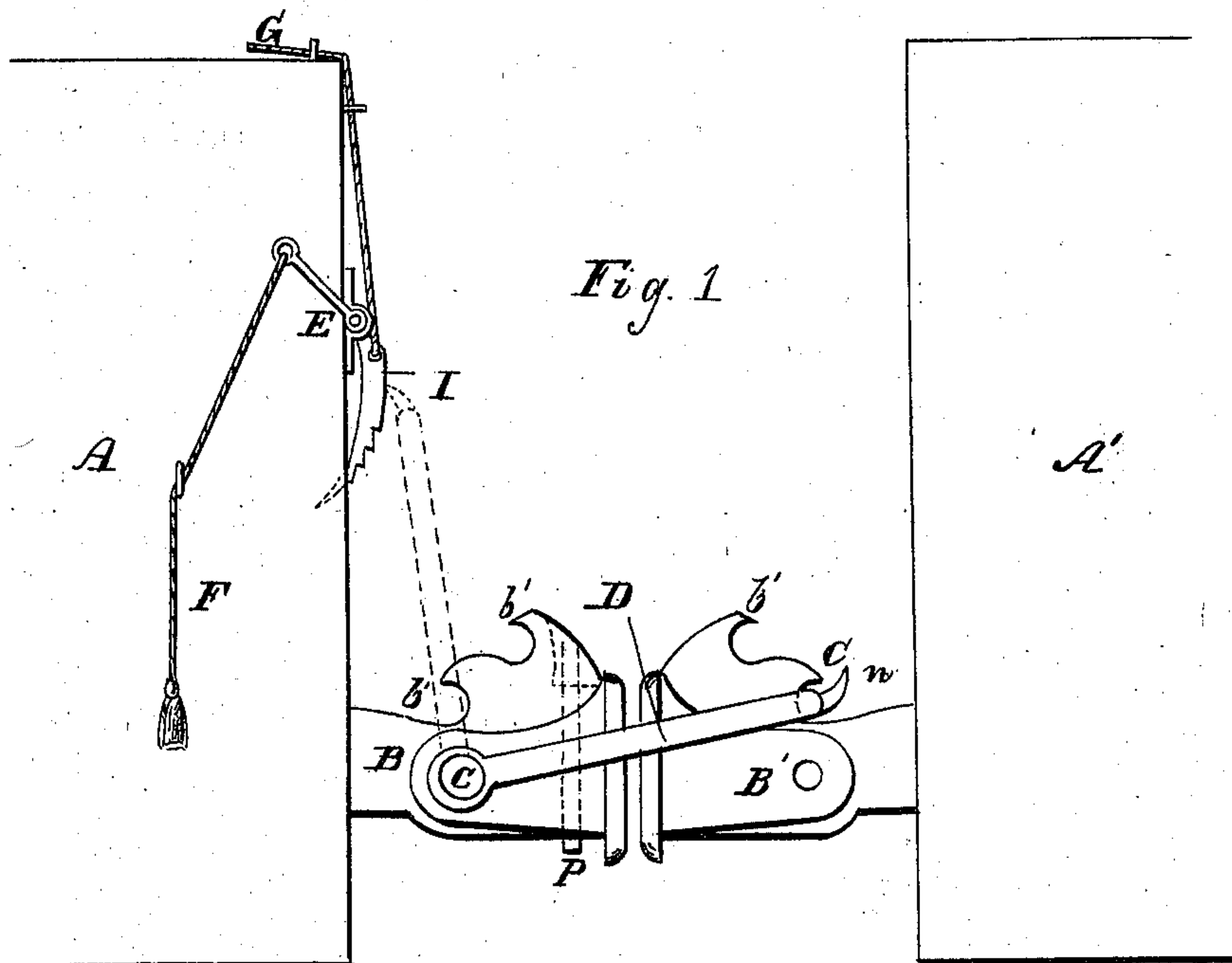


J. P. FREEMAN.

Car Coupling.

No. 83,272.

Patented Oct. 20, 1868.



Witnesses.

C. A. Pettit  
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# UNITED STATES PATENT OFFICE.

JESSE P. FREEMAN, OF DALTON, GEORGIA.

## IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 83,272, dated October 20, 1868.

*To all whom it may concern:*

Be it known that I, JESSE P. FREEMAN, of Dalton, in the county of Whitfield and State of Georgia, have invented a new and Improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view. Fig. 2 is a plan.

This invention has for its object the construction of a simple and efficient coupling for railroad-cars, which shall combine with the old-fashioned method of coupling by hand an automatic coupling of new and greatly-improved construction and operation.

In the drawings, A A' are the cars, and B B' the draw-heads, each of the latter being provided with two hooks, *b b'*, cast with the draw-head, on its upper side, in the form and arranged in relation to each other in the manner substantially as shown in Figs. 1 and 2.

A recess, *e*, is cast in the front side of each lip or upper hook, *b'*, which receives and guards the head of the old-fashioned coupling-pin P when the latter is in use.

C is a stout bolt, passing transversely through the draw-head at such a distance behind the pin P as not to interfere with it or its coupling-link.

D is an oblong curved link, of the form clearly shown in Fig. 2, through the ends of which passes the bolt C, connecting it to the draw-head, as represented in said drawing.

E is a crank-shaft, operated by a cord, F or G, and having a curved serrated arm, I, rigidly attached to it.

When the arm is in a pendent position, as shown in Fig. 1, its lower end may be allowed to project into a slot or notch in the wall of the car to keep it out of the way.

The operation of this device is as follows: When about to couple the cars, the link D is thrown up to the position shown in red lines, Fig. 1. The cars are then brought together and the link dropped by means of the cord F or G, when it will engage with the lower hook, *b*, of the opposite draw-head; or, when the

link is raised, the toe *n* on its upper or outer end may be made to engage with one of the notches on the arm I, so that the link will be held at such an inclination that the concussion of the draw-heads, when they come together, will cause it to fall and engage with the hooks, in the manner above described.

When the link D is not employed the common pin P and coupling-link can be used, the instrument combining all the advantages, whatever they are, of the old-fashioned coupling with those of the simple, strong, and easily-operated device above described.

The automatic coupling can be made at little expense, involving mainly a mere change in the form of the casting. It is reliable and effective in operation, the two hooks being so arranged that the lower and rear one usually holds the link, while if the latter at any time jumps out of place it will be caught by the upper hook, and the cars be thus prevented from uncoupling.

I do not claim a single hook or beak, *b* or *b'*, when used without its companion upon the same draw-head, arranged relatively to it as described; neither do I claim a rock-shaft attached to the draw-head itself, and employed for throwing down the link, so as to cause it to hook over the projection upon the opposite draw-head; but

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

1. The arrangement of two beaks or hooks, *b b'*, upon a single draw-head, in the position relatively with each other substantially as shown and described, and for the purpose specified.

2. The combination of a link, D, having the toe *n*, and operating as described, with a rock-shaft, E, supported by the end of the car above the draw-head, and having attached to it a curved serrated arm, I, and a rope or crank for moving it, the whole operating together in the manner substantially as described, and for the purpose set forth.

J. P. FREEMAN.

Witnesses:

CHAS. A. PETTIT,  
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