

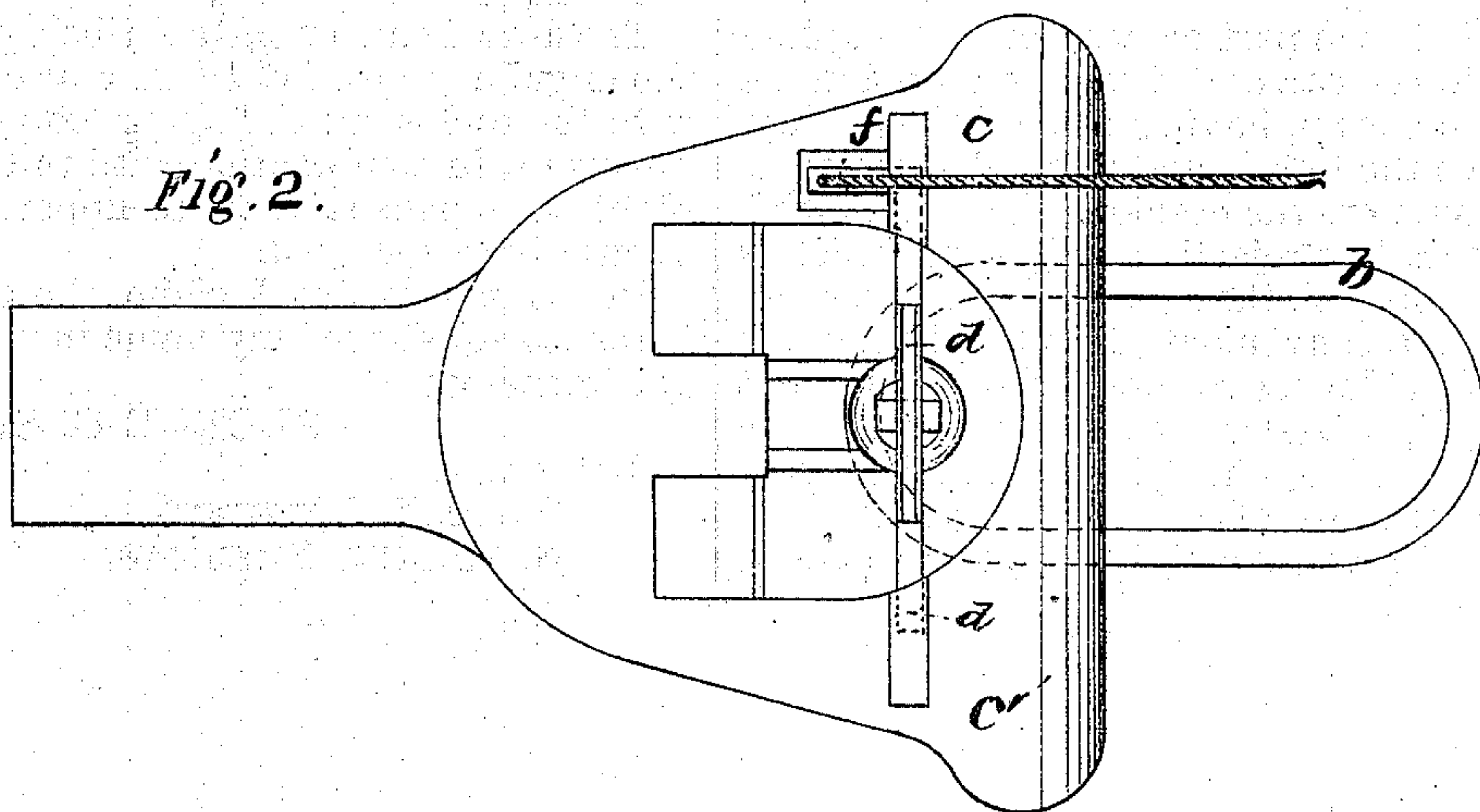
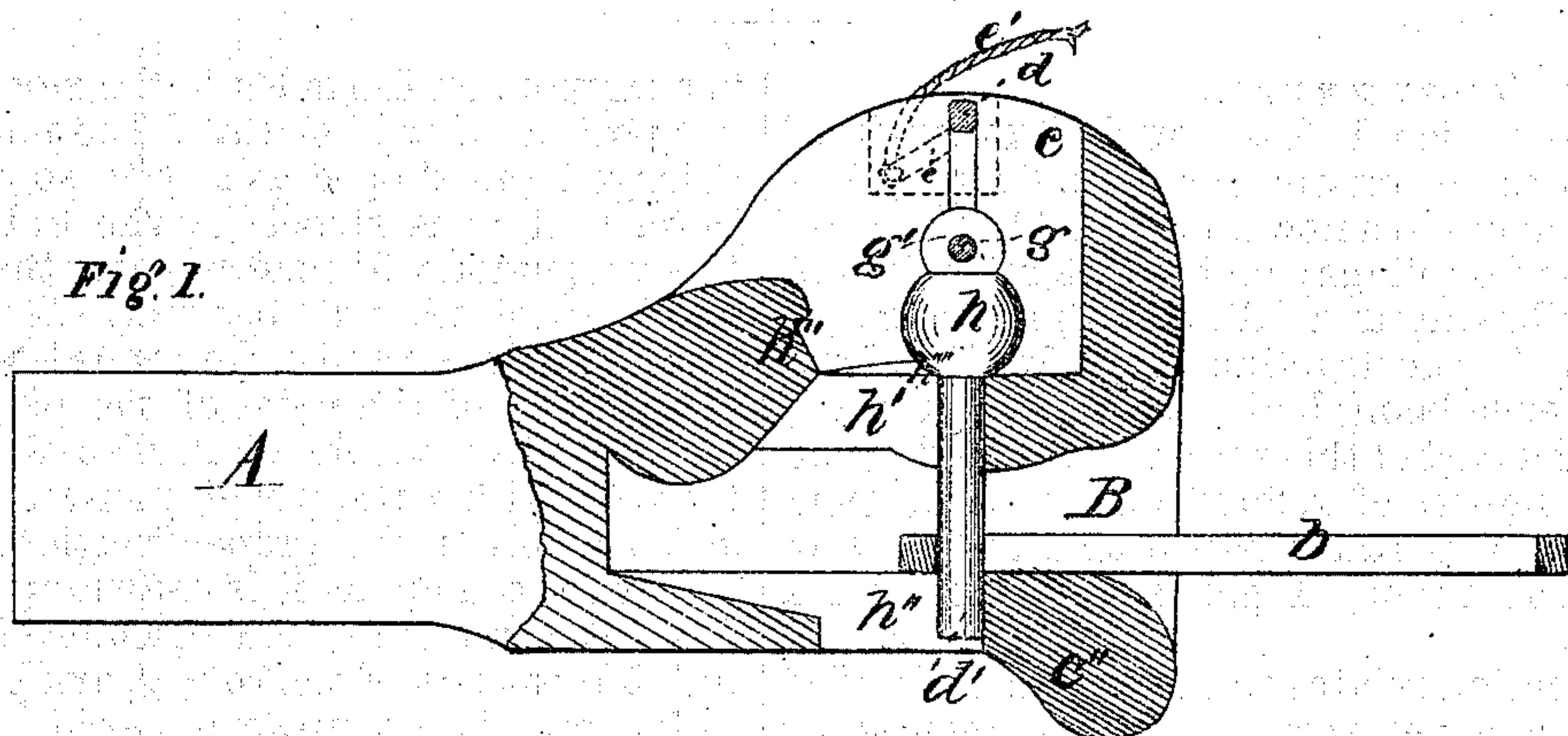
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GEORGE C. SHERMAN.

Improvement in Railway Car Coupling.

No. 119,416.

Patented Sep. 26, 1871.



Witnesses.

E. H. Bates
O. D. Lane

Inventor

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UNITED STATES PATENT OFFICE.

GEORGE C. SHERMAN, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN RAILWAY-CAR COUPLINGS.

Specification forming part of Letters Patent No. 119,416, dated September 26, 1871.

To all whom it may concern:

Be it known that I, GEORGE C. SHERMAN, of Chicago, in the county of Cook and State of Illinois, have invented a new and valuable Improvement in Car-Couplings; 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 annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 is a partial vertical longitudinal section of my invention. Fig. 2 is a top view of the same.

This invention relates to car-couplings; and it consists in a novel arrangement of devices for removing and replacing the coupling-pin, the object being to provide a simple and effectual means of uncoupling and coupling cars that necessitates no exposure to danger in conducting the operation.

A represents the part or head of the coupling connected to the car, and it is constructed in the general form shown, having a beveled opening, B, to receive the link *b*, and upward projections *c* and *c'* to support the crank-shaft *d*. The shaft *d* has a laterally-projecting arm, *e*, to which is attached a rope, *e'*, that passes up through an opening, *f*, to a convenient place for the hand of the operator; a downward-projecting link, *g*, that connects with a vertical projection, *g'*, on the head of the coupling-pin *d'*, is formed on the central portion of the shaft *d*. The coupling-pin *d'* is enlarged at *h* to give it weight, and to afford

it a support on the sides of the slot *h'* in the upper portion of the head A. The pin may also be enlarged and shaped as at *h'''*, so that when its lower portion is struck by the link in coupling this projection will tend to carry the pin upward on the projection *h'''* between the inner end of the projections *c* and *c'*, and thus lessen the backward swing of the point of the pin. The lower portion *c''* of the head A also has a slot, *h''*, through which the pin *d'* passes. The slots *h'* and *h''* permit the proper vertical and lateral motion of the pin as it is drawn up and dropped down in connecting and disconnecting with the link *b* by means of the rope *e'*, arm *e*, shaft *d*, and link *g*, and in its upward motion by the additional aid of the projection *h'''* and the blow from the link. A second pin may be used back of the pin *d'* to take up more of the link and draw the cars closer together.

I claim as my invention—

The draw-head herein described, provided with the angular projection *h'''* in rear of the pin and with the rock-shaft *d*, having loop *g* and operating-arm *e*, in combination with the pin having a globular expansion *h* at its upper portion, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE C. SHERMAN.

Witnesses:

HIRAM L. HUGUNIN,
NATHANIEL SHERMAN.

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