

J. JACOBSON.
Car-Coupling.

No. 164,841.

Patented June 22, 1875.

Fig. 1.

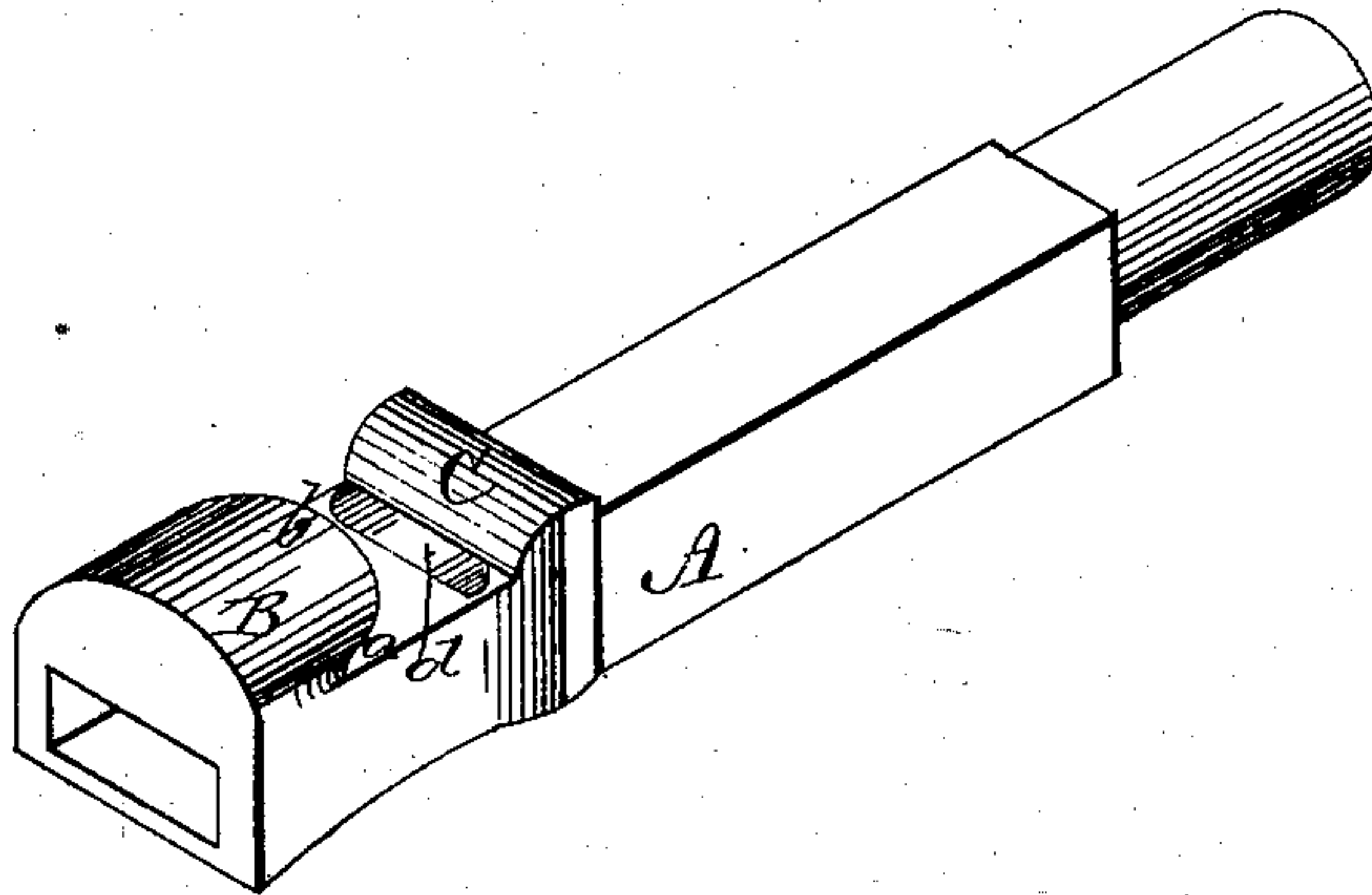
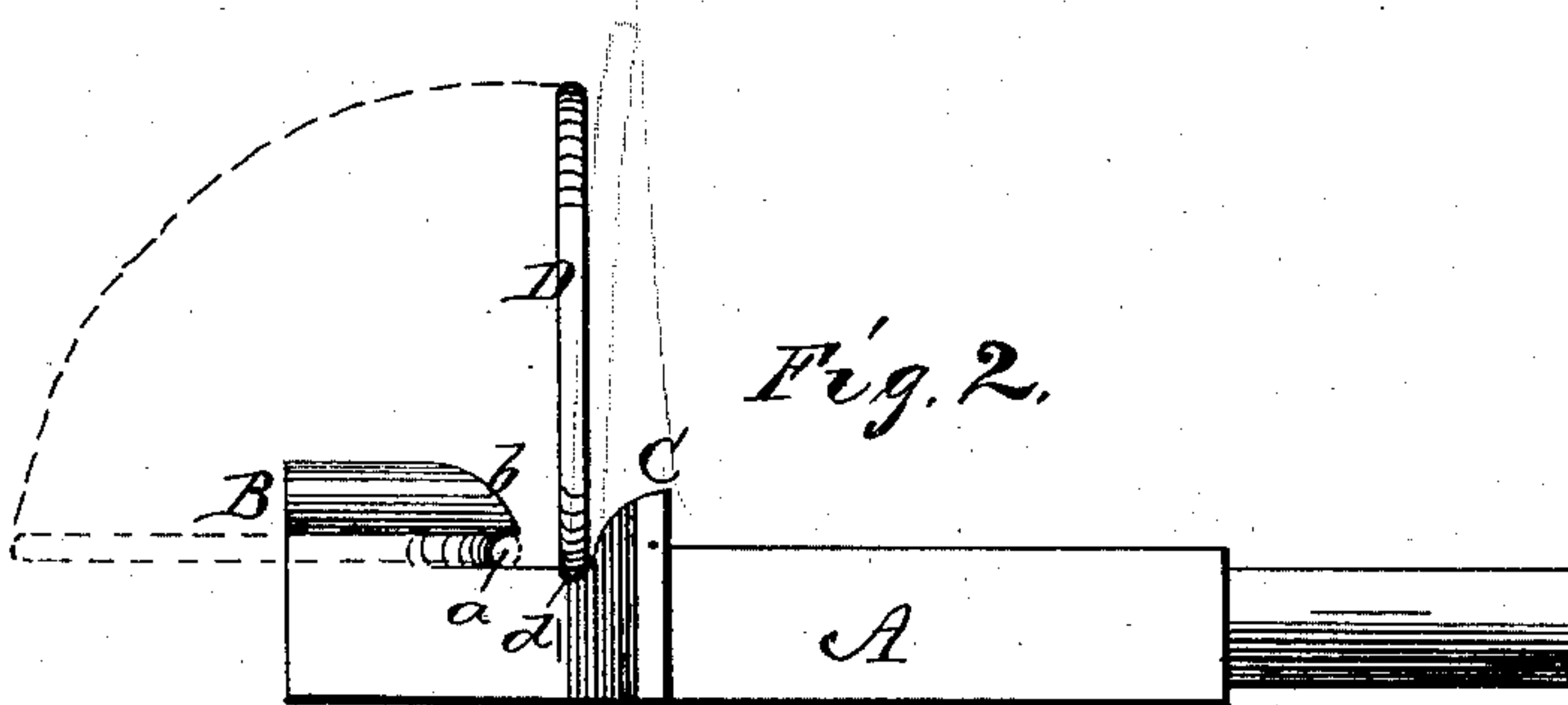


Fig. 2.



WITNESSES

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JACOB JACOBSON, OF ST. JOSEPH, MICHIGAN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **164,841**, dated June 22, 1875; application filed November 21, 1874.

To all whom it may concern:

Be it known that I, JACOB JACOBSON, of St. Joseph, in the county of Berrien and in the State of Michigan, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which:

Figure 1 is a perspective view, and Fig. 2 a side view, of my invention.

A represents a draw-bar for railroad-cars, provided at its front end, on top, with a rounded enlargement, B, which I term a "ring-catcher." The rear end of this ring-catcher is hollowed out, forming a groove, *a*, and projecting lip *b*. A suitable distance in rear of the ring-catcher B the draw-bar is formed with a shoulder, C, as shown. D represents a ring used for coupling the cars. Behind the catcher, and immediately in front of the shoulder C, is a curved recess, *d*, in which the ring D is steadied when standing uprightly.

When the cars are ready for coupling the ring D stands uprightly against the body of the car, and as the cars are brought together the

jar causes the ring to fall over the ring catcher B, under the lip *b*, into the groove *a*, where it lies so closely that it prevents a great deal of the jerking and jolting of the cars when running under the common car-coupler. The use of the ring D prevents a large outlay incidental to the coupler now in use, inasmuch as it saves the loss of pins. The shoulder C is rounded, as well as the top of the ring-catcher, to facilitate the falling of the ring into its bed. The shoulder prevents the ring from being pushed too far back. When not in use the ring hangs between the ring-catcher and the shoulder, to be out of the way. If the train should leave the track and front car ditches, the ring will uncouple from the rest of the train, and, consequently, not haul the rest of the train with it.

I am aware that a car coupling made of a solid piece of metal with a recess in its top, and having a hook formed in front and rear of said recess for the link to lie, is not new.

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

The combination of the draw-bar A, having recess *d*, ring-catcher B, groove *a*, lip *b*, and the shoulder C, with the ring D, all substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 9th day of November, 1874.

JACOB JACOBSON.

Witnesses:

M. R. LYON,
W. D. GILSON.