

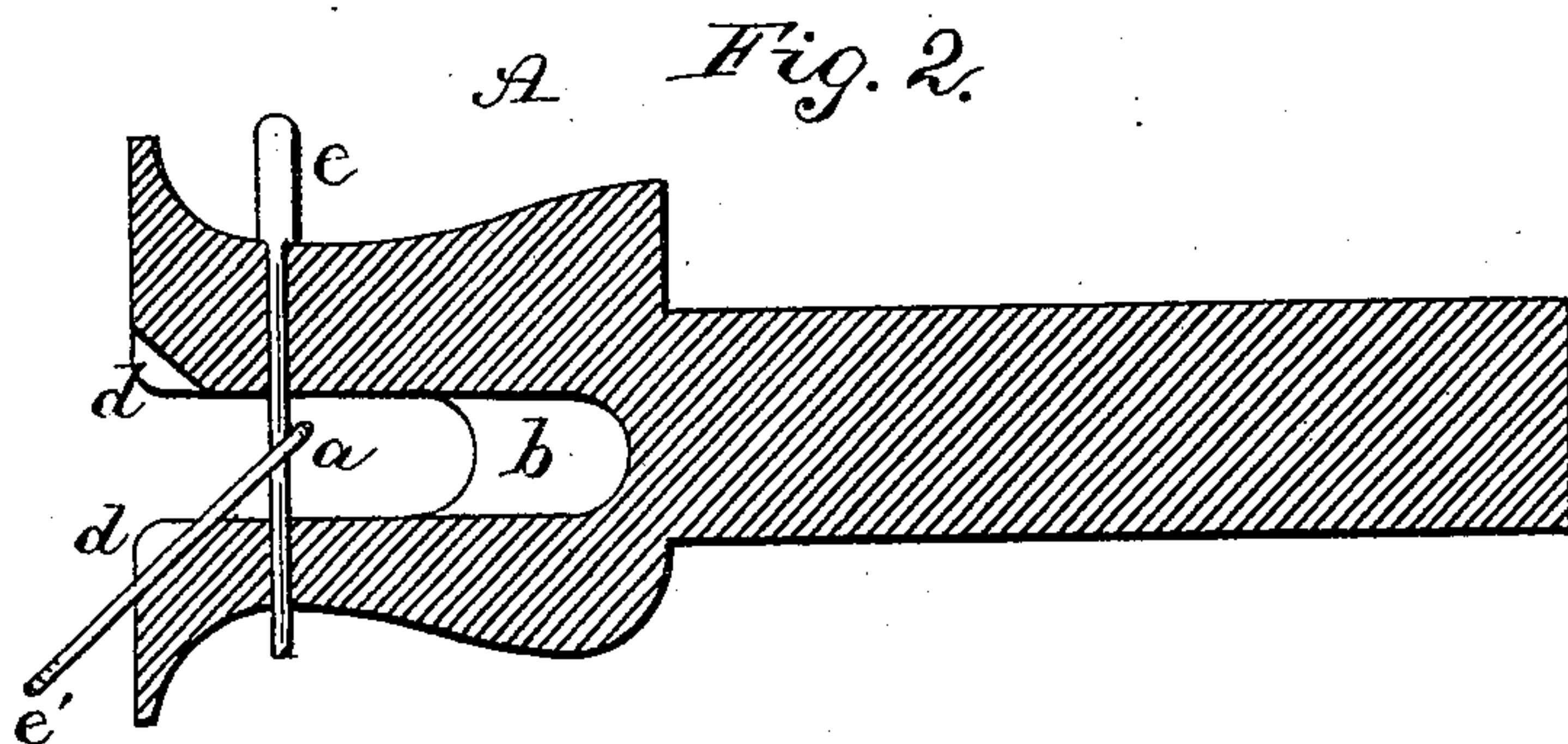
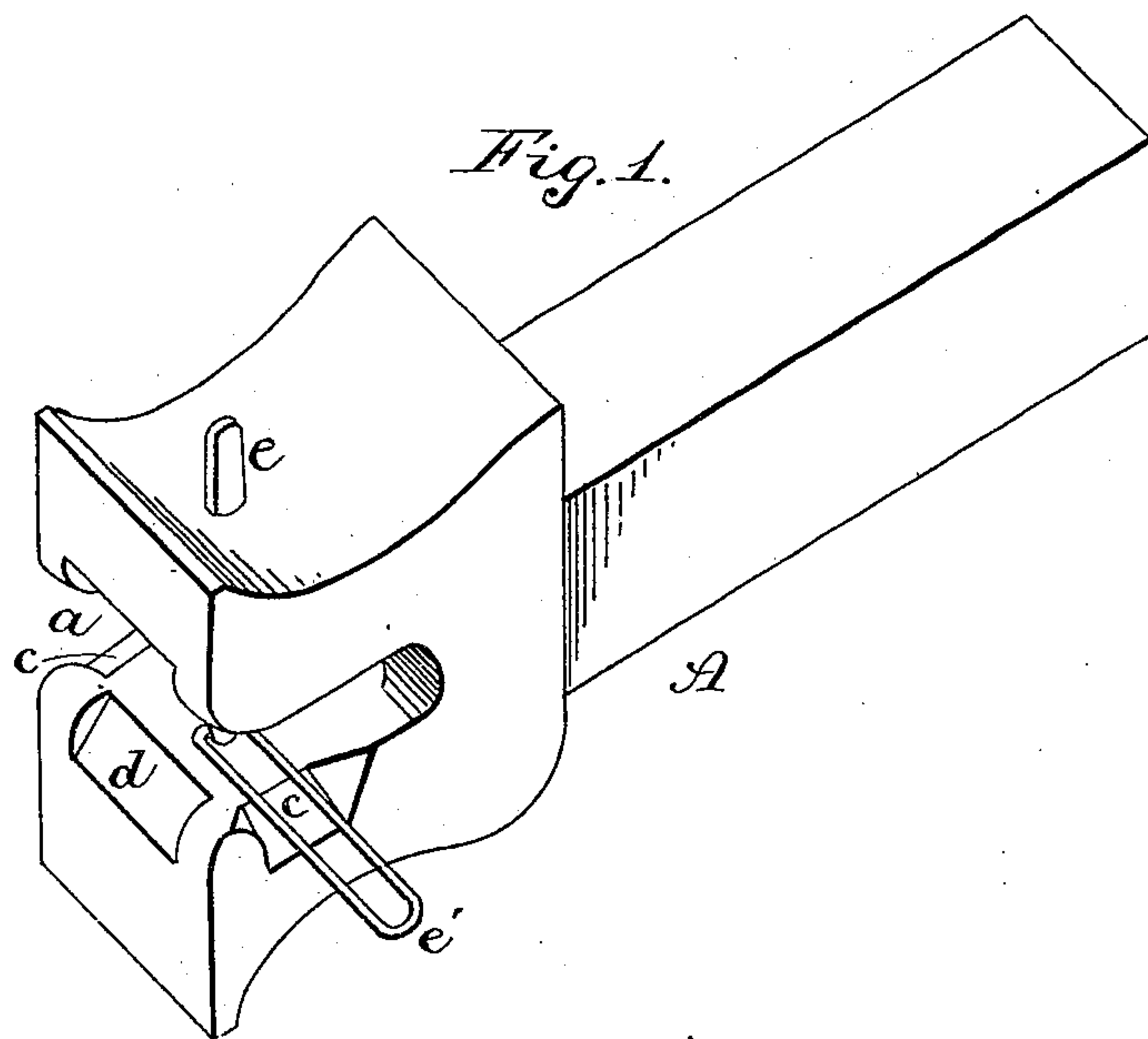
(No Model.)

E. S. PERRY.

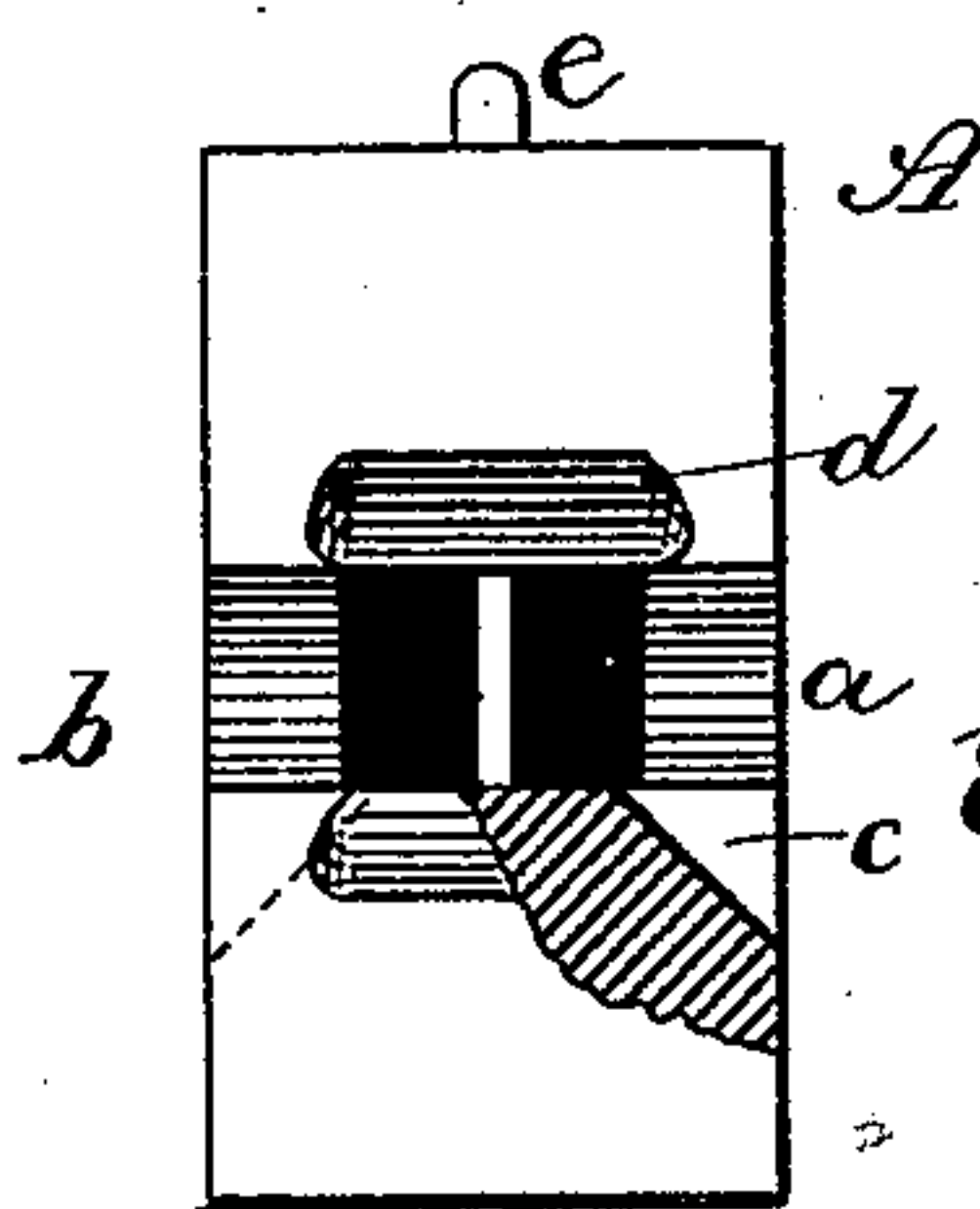
CAR COUPLING.

No. 246,549.

Patented Aug. 30, 1881.



*Fig. 3.*



Witnesses:

*J. W. Garner.*  
*W. S. D. Haines.*

Inventor:

*Edmund S. Perry.*  
*Howard A. Mon.*  
*his attorney.*

# UNITED STATES PATENT OFFICE.

ELKANAH S. PERRY, OF CLAY LICK, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 246,549, dated August 30, 1881.

Application filed July 29, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, ELKANAH S. PERRY, a citizen of the United States of America, residing at Clay Lick, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to car-couplers; and its object is to furnish a draw-head open on both sides, and by which cars can be coupled without danger to life or limb.

In the drawings, Figure 1 is a perspective, Fig. 2 a longitudinal section, and Fig. 3 a front view, of my invention.

A is the draw-head, having at its rear end the usual bar for attaching it firmly to the car. It has a recess, *a*, for the reception of the link, and which extends through the entire width of the draw-head, as shown. In the center of the draw-head is the additional recess, *b*, closed at the sides, as shown, and which receives an extra link, or the link when not in use. The notches *c c* receive and hold the link when not in operation, and also when the draw-heads of approaching cars meet. The links, being at one side and in the notches, are not liable to be bent or thrown out of position for easy grasping by the operator and placing in the opposite draw-head. The notches *d* give greater latitude of movement to the link when cars of different heights are to be coupled.

A coupling-pin, *e*, and link *e'*, of ordinary construction, are used with the draw-head.

By the use of this draw-head the operation of coupling cars is made safe and easy to the operator. In its operation, when the cars are approaching the link can be slid back into the recess *b* or turned to one side and placed in the notch *c*, as desired. When the draw-heads meet, the hand can be inserted into the recess *a*, the link grasped and entered into the opposite draw-head, and secured, the whole operation being performed without the least danger to the person. If the link be in the notch *c* when the draw-heads meet, it can be swung around into the open recess *a* of the opposite draw-head and secured with the same freedom from danger as in the previous method.

By this invention a draw-head is provided in which there is no necessity for putting the hand or arm between the draw-heads in the act of coupling. Consequently the danger from accident is greatly lessened. The operator does not go between the cars until the draw-heads meet and danger from crushing is past. When the cars are uncoupled the link can be removed from the freed draw-head, the pin returned to its place, thus obviating the often-occurring loss of the coupling-pin when the cars separate, also the frequent recoupling of the cars when the train starts up.

What I claim as new is—

A draw-head having a recess, *a*, extending through its entire width, additional recess *b*, and notches *c c*, substantially as and for the purposes set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ELKANAH S. PERRY.

Witnesses:

JOEL M. DENNIS,  
EDSON B. DENNIS.