

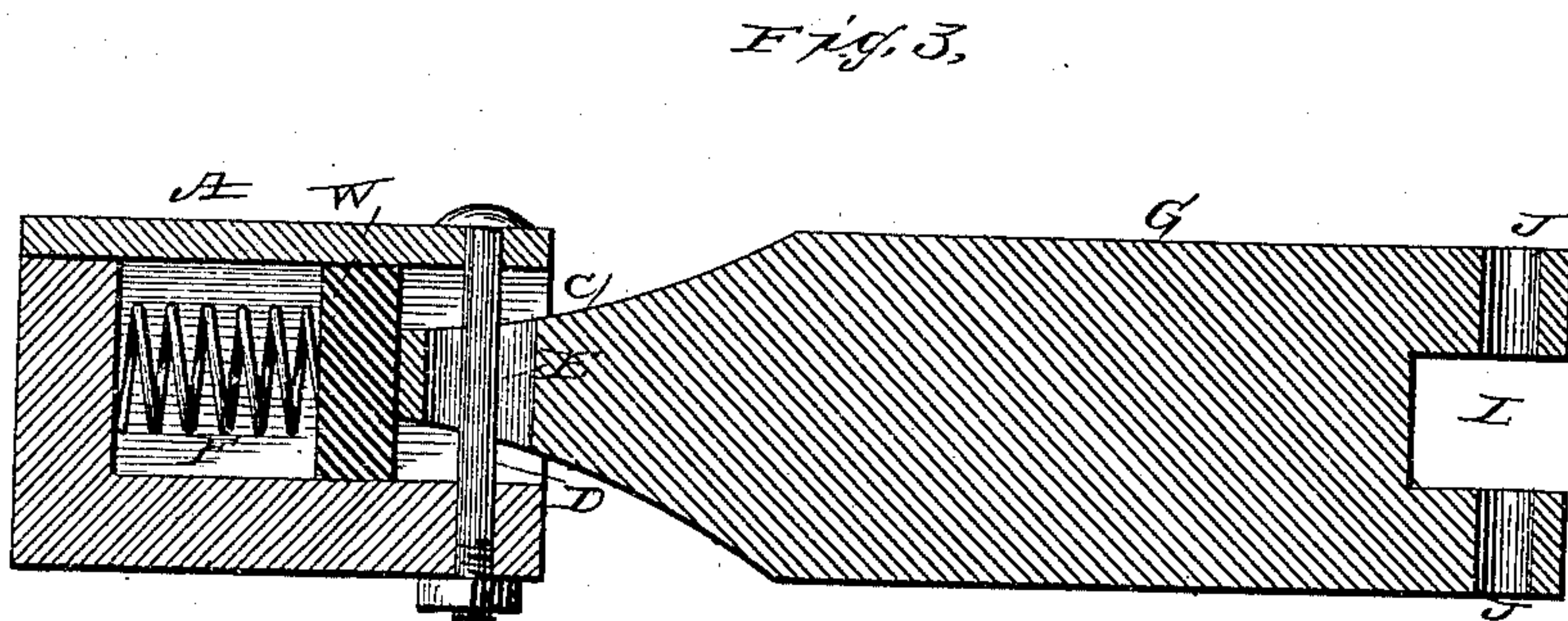
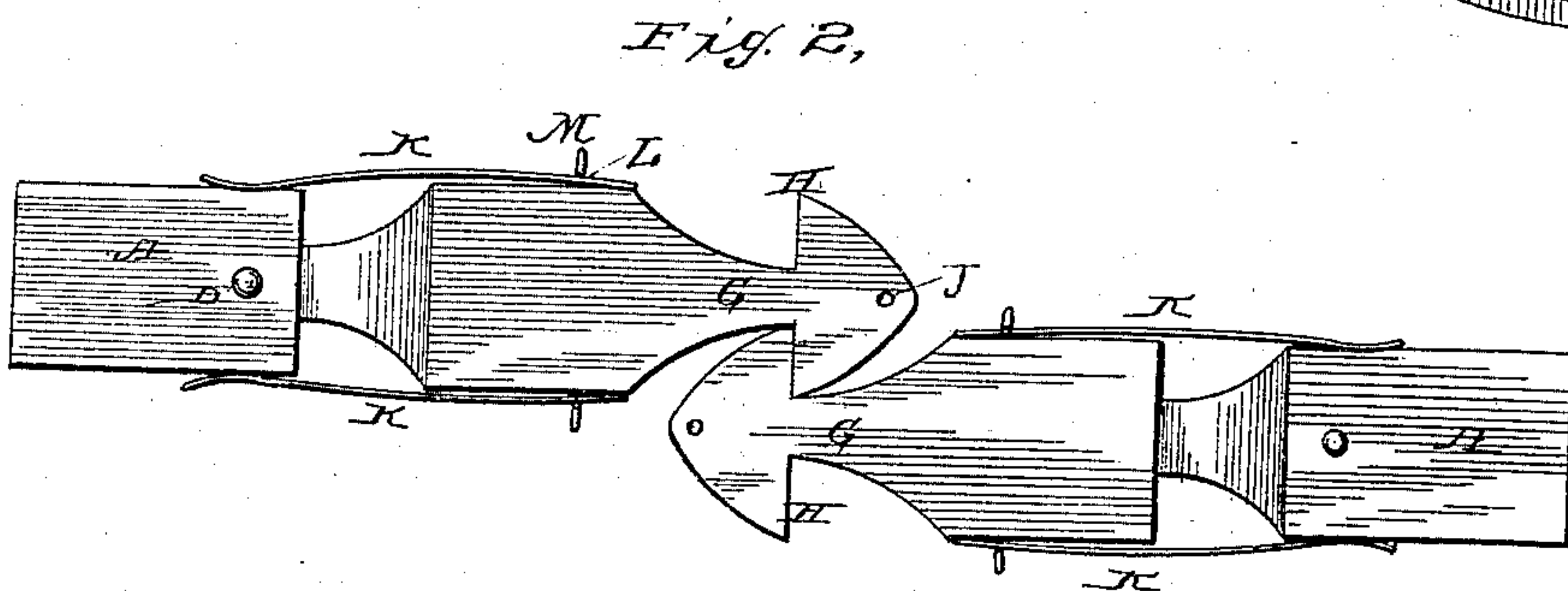
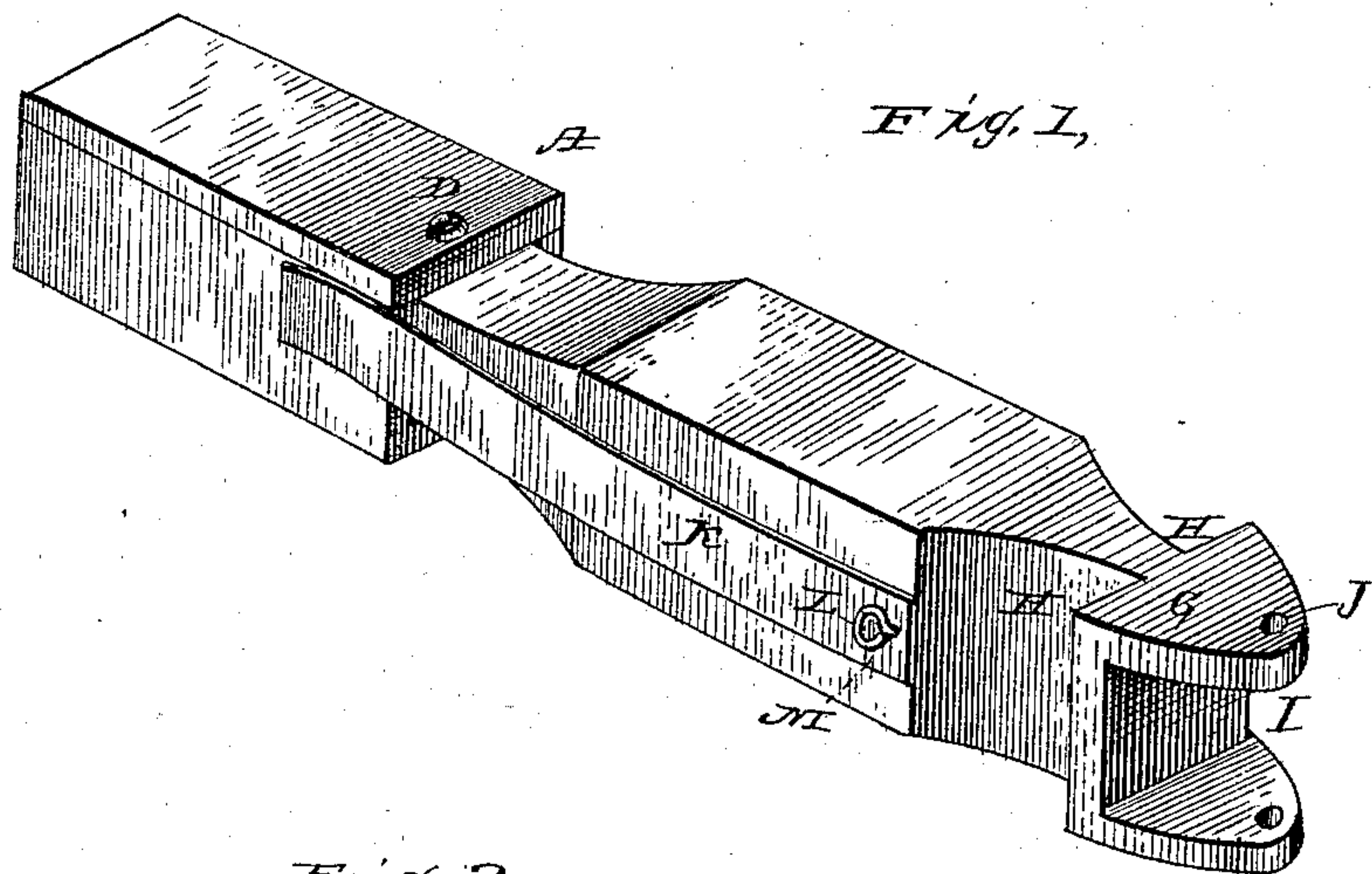
(No Model.)

I. M. JACOBS.

CAR COUPLING.

No. 267,210.

Patented Nov. 7, 1882.



WITNESSES:

*Fred. L. Dietrich*  
*Charles H. Baker*

*Irvin M. Jacobs*  
INVENTOR.

by *Louis Bagger & Co.*  
ATTORNEYS.



# UNITED STATES PATENT OFFICE.

IRVIN M. JACOBS, OF EAST GREENVILLE, PENNSYLVANIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,210, dated November 7, 1882.

Application filed August 18, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, IRVIN M. JACOBS, of East Greenville, in the county of Montgomery and State of Pennsylvania, have invented certain  
5 new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use  
10 the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved car-coupling. Fig. 2 is a top view, and  
15 Fig. 3 is a longitudinal sectional view.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to automatic or self-acting car-couplings; and it consists in certain improvements in the construction of the  
20 same which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, A represents the draw-bar, which is secured under the  
25 car, and provided with a recess, B, to receive the rear end of the stem or shank C of the draw-head, which is pivoted in said recess upon a vertical bolt, D, which passes through a slot, E, in said stem or shank, which is thereby enabled to move longitudinally. In the recess  
30 B is placed a coiled buffer-spring, F, serving to force the draw-head, between the shank C of which and said spring a washer, W, is interposed, automatically in a forward direction.

35 The draw-head G, at the front end of the stem or shank C, is arrow-shaped, as shown, or formed with hooks H, extending laterally to both sides. The front end of the draw-head G has a horizontal mouth or recess, I, to receive a coupling-link when it becomes necessary to couple a car having my improved coup-

ling with one having the old-fashioned pin and link. A vertical opening, J, is also provided to receive the coupling-pin.

K K are flat springs, secured firmly to the  
45 sides of the shanks C of the draw-head by means of bolts L, terminating at their outer ends in eyes M. The rear ends of the springs K bear against the sides of the draw-bar A, as clearly shown in Fig. 2 of the drawings. The  
50 eyes M serve for the attachment of chains leading to the sides of the car, to be used in uncoupling; or levers may be pivoted to the ends of the car, or to the platform, and have their lower ends extended down into said eyes M  
55 for the same purpose.

The operation of my invention will be readily understood. When the cars come together the hooked draw-heads engage each other, the draw-heads and shanks swinging upon the bolt  
60 or pivot D to permit such engagement to take place. In order to uncouple, either draw-head may be drawn aside to release it from the one of the opposite car.

Having thus described my invention, I claim  
65 and desire to secure by Letters Patent of the United States—

The combination, with the arrow-shaped draw-head G H, pivoted at the outer end of the draw-bar A, of the flat springs K K, fixed on  
70 opposite sides of the draw-head and bearing with their free ends against the sides of the draw-bar, substantially as and for the purpose herein shown and specified.

In testimony that I claim the foregoing as  
75 my own I have hereunto affixed my signature in presence of two witnesses.

IRVIN M. JACOBS.

Witnesses:

WILLIAM M. JACOBS,  
HENRY S. MILLER.