P. E. SLOAN.

CAR-COUPLING.

No. 182,039. Patented Sept. 12, 1876.

Fig. 1.

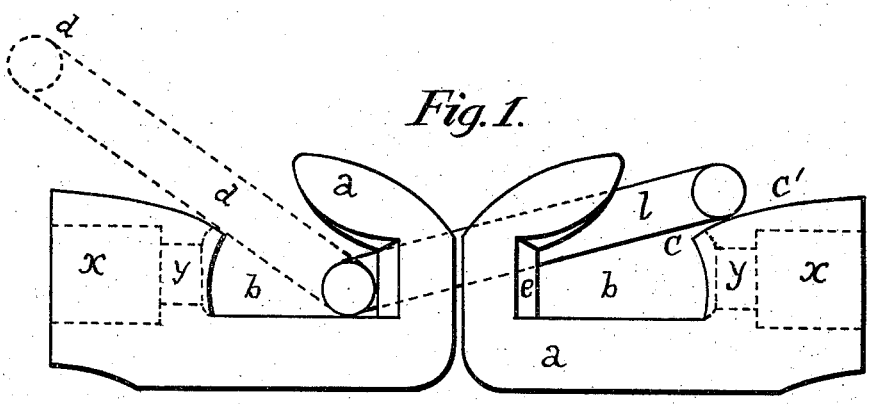


Fig. 3.

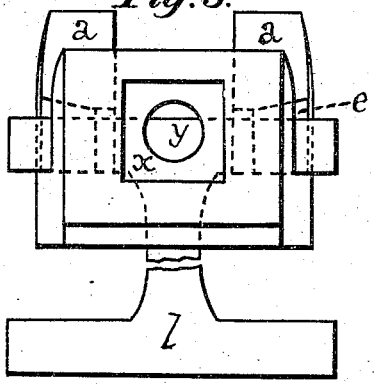


Fig. 2.

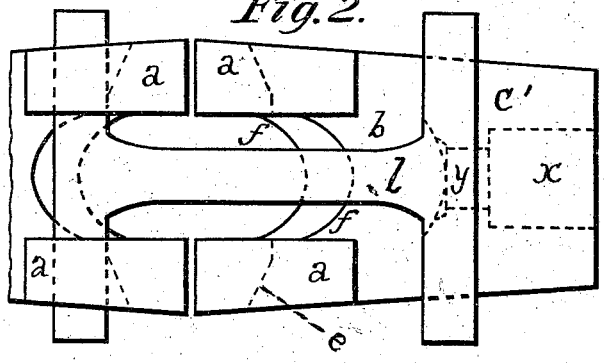


Fig. 5.

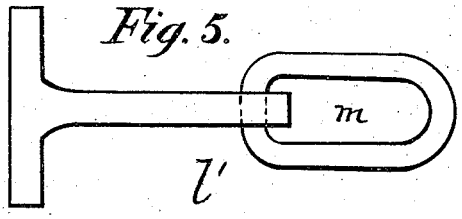
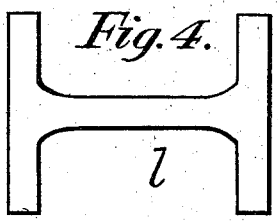


Fig. 4.



Witnesses:

J. H. Greenough.

Frederick Howard

Inventor:

P. Emendorf Sloan.

UNITED STATES PATENT OFFICE.

P. ELMENDORF SLOAN, OF SYRACUSE, NEW YORK.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **182,039**, dated September 12, 1876; application filed August 18, 1876.

To all whom it may concern:

Be it known that I, P. ELMENDORF SLOAN, of Syracuse, Onondaga county, State of New York, have invented a certain Improved Car-Coupling, of which the following is a specification:

My invention is for the purpose of more conveniently coupling cars, with less danger to the brakeman, and which is suitable although the cars may be of different height, consists of a less number of pieces than the old method, is strong and secure, cheap and durable, and saving of life and limb. It can be made of steel or of wrought, malleable, or cast iron, or any other suitable material desired, and of a size according to strength required.

This invention I denominate "The Good Samaritan Car-Coupling."

The following is a description of the construction, referring to the accompanying drawing, in which Figure 1 is a side elevation, the dotted lines *l* in which show the link raised and thrown back before coupling; Fig. 2, plan of the same; Fig. 3, elevation of view from the rear, with link hanging down uncoupled; Fig. 4, double cross-head or H-link; Fig. 5, cross-head and ring-link.

At the end of the draw-head is a double hook, *a a*, as in the drawing, with a space between them, as seen in the plan. The shanks of these hooks extend outward, so as to leave an oblong space, *b*, between the curved end of the hook and the base at *c*, which is curved forward with a small projection, down to which the upper surface is chamfered off, as is clearly shown in Fig. 1. The extreme recurved ends of the hooks *a* are inclined upward, so that their under side rises above the projection at *c*, as in the Fig. 1. The concave surface of the hooks are chamfered off at *e*, toward their outside face, laterally, so as to give free play to the cross-head of the link, hereafter described. As the cars are passing over a curve in the track, and the space between the hooks at the base is united to the lines *f f*, Fig. 2, the front end of the hooks or front surface of the draw-head is made flat, so as to strike fairly when they come in contact. The base, Fig. 3, is socketed at *x* with a hole, *y*, running through into the space at *c*, for a bolt to pass through, the head of which should be well countersunk flush with the surface. The link *l* (see Fig. 4) is a straight bar with a cross-head on each end. When coupled, the bar lies between the hooks *a a*, with the cross-heads in the bights of the hooks.

When the cars are to be coupled the link should be in the position shown by the dotted lines *d*, Fig. 1, and, as the hooks strike together, it is thrown over, or it may be pushed over by the brakeman with a stick or rod while he is, if desired, on top of or standing outside, and not between the cars. When the link is thrown over it falls onto the incline at *c'*, and then into place.

When one of the cars having my coupling is to be connected with a car having an old or common coupling, I employ the combination shown in Fig. 5—a T-shaped bar, *l'*, like half of link *l*, Fig. 4, with an oblong ring, *m*, attached movably as a link to it, in order to easily connect with cars of different draw-head and of different height.

Having thus fully described my invention, I claim—

1. The double hooks *a a*, connected and constructed substantially as and for the purposes specified.

2. The double cross-head or H-link *l*, as herein described, for a coupling.

3. The combination of the cross-head link *l* and ring *m*, for a coupling.

P. ELMENDORF SLOAN.

Witnesses:

EBEN. W. HUNT,

A. N. LUDINGTON.