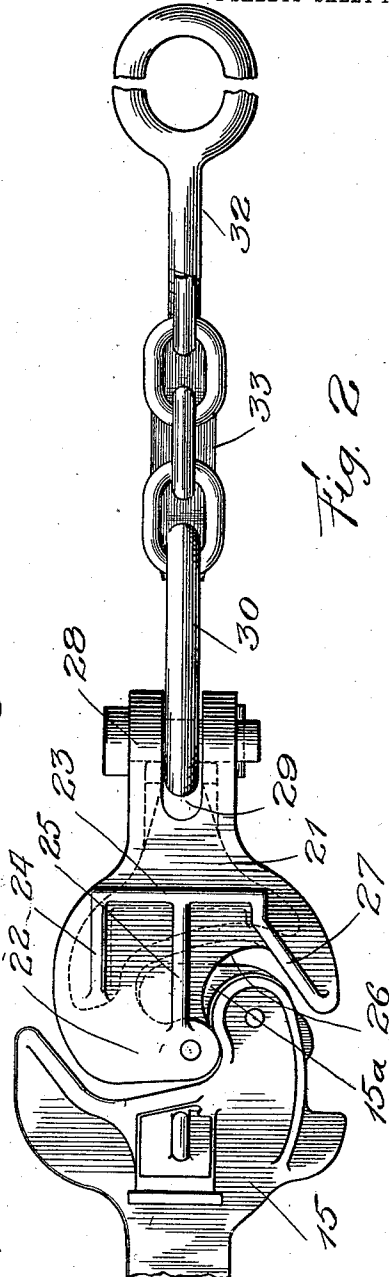
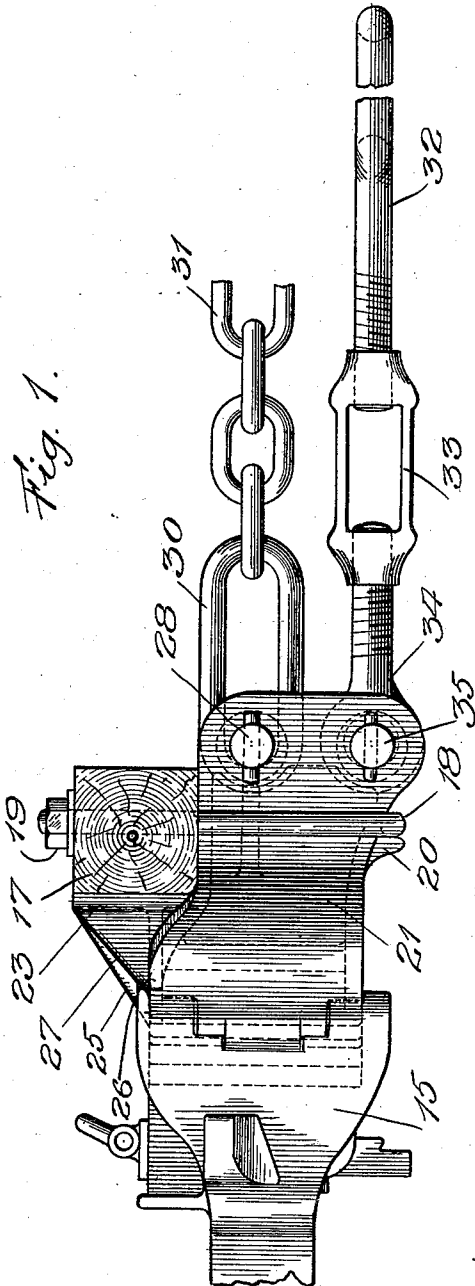


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EMERGENCY CAR COUPLING.  
APPLICATION FILED OCT. 7, 1907.

1,009,174.

Patented Nov. 21, 1911.

2 SHEETS-SHEET 1.



Witnesses:  
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*Carl A. Richmond*

Inventor:  
*Edward Posson*  
By  
*Sheridan and Wilkinson Atty's.*

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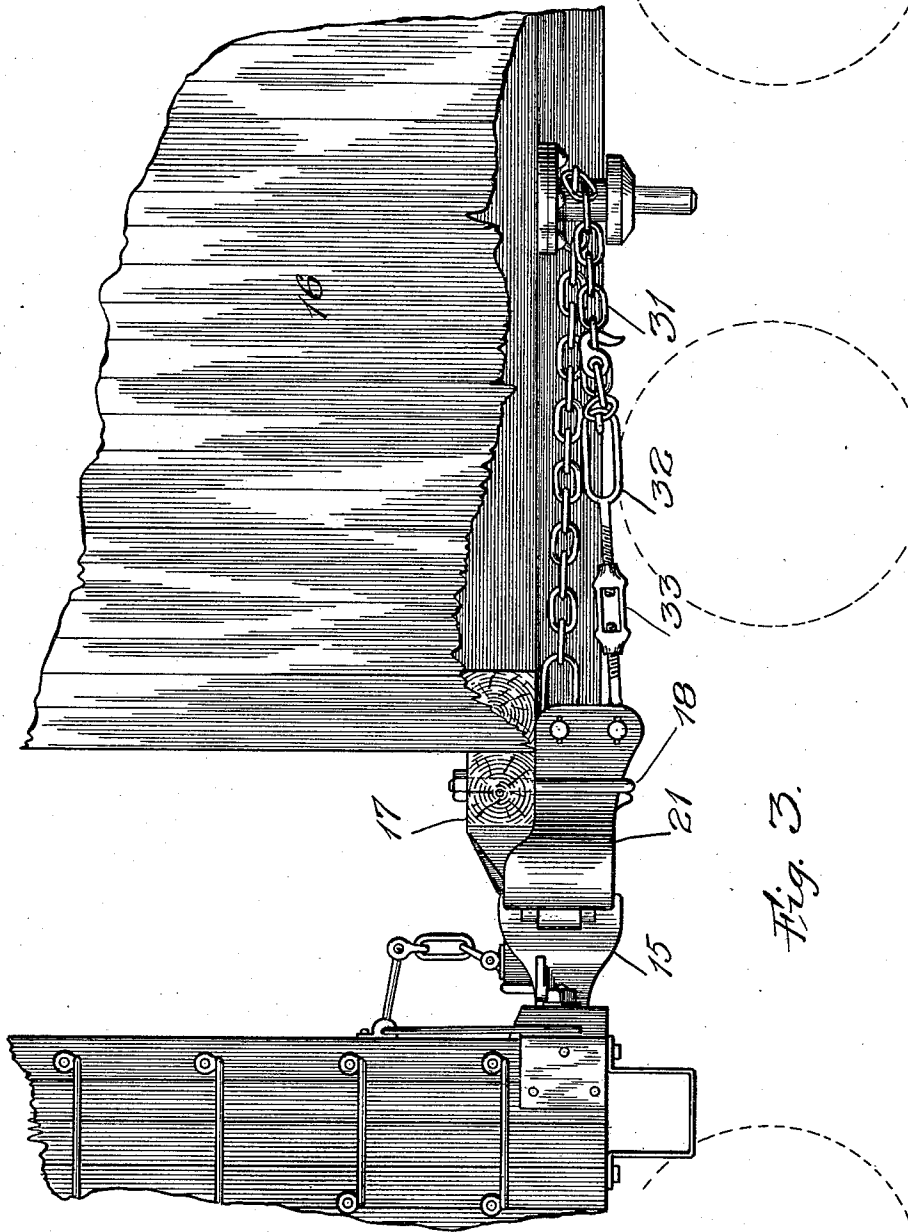


Fig. 3.

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# UNITED STATES PATENT OFFICE.

EDWARD POSSON, OF CHICAGO, ILLINOIS, ASSIGNOR TO GRAIN BELT CAR SPECIALTY COMPANY, A CORPORATION OF MAINE.

## EMERGENCY CAR-COUPLING.

1,009,174.

Specification of Letters Patent.

Patented Nov. 21, 1911.

Application filed October 7, 1907. Serial No. 396,271.

*To all whom it may concern:*

Be it known that I, EDWARD POSSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Emergency Car-Couplers, of which the following is a specification.

One object of my invention is to provide a coupler that can be quickly applied to a car when the regular coupler is broken or out of order.

It is a further object of my invention to provide such a coupler that shall be adapted to coact with the usual automatic couplers on other cars.

These and other objects will be made apparent in the following specification and claims.

Referring to the drawings—Figure 1 is a side elevation of my improved coupler. Fig. 2 is a plan view thereof. Fig. 3 shows the coupler applied to a car.

Reference numeral 15 represents the usual automatic coupling head. Some times as the result of an accident or from any cause the coupling head and draw-bar at the end of a freight car 16 may be pulled out and it then becomes necessary to make some temporary connection between the intact coupler head 15 and the end of the car 16.

My invention consists of a temporary coupler that may be carried in the caboose of a freight train or on the locomotive, for example, and that can be attached to the end of the freight car 16 whenever the regular coupler thereon is pulled out or broken in any way.

A short timber 17 is provided, and a U-bolt 18 with nuts 19 is adapted to bind the coupling head 21 to the timber 17. A shoulder 20 on the coupling head holds the U-bolt in place. This coupling head 21 has a knuckle 22 integral therewith and adapted to be caught by the movable knuckle 15<sup>a</sup> of the opposed ordinary coupler head 15. A plate 23 stands up from the coupler head 21 and is braced by the webs 24, 25 and 27. A web 26 extends horizontally from the main body of the coupler head 21 to the knuckle 22 and the web 25 merges therein and has its end reaching over to the knuckle 22. The knuckle 15<sup>a</sup> will pass under the web 26, when it engages the fixed knuckle

22. A pin 28 passing through a yoke 29 engages the link 30 of the chain 31 which extends out to a distance and then is brought back and terminates in the eye-bolt 32. An opposed eye-bolt 34 is attached by the pin 35 to the coupler head 21 and a turn-buckle 33 is adapted to draw the two eye-bolts 32 and 34 together.

In case the draft rigging is torn out or broken on the freight car 16, the emergency coupler shown in the drawings may be employed. The timber 17 is placed against the end of the car at its lower edge so that the chain 31 may pass back beneath the car around the king-bolt or other convenient part of the car, then the coupling head 15 is made to engage the coupling head 21 and the knuckle 15<sup>a</sup> of the former supports the latter, because the web 26 rests thereon. By drawing up the turn-buckle 33 the timber 17 is pressed closely against the car 16 and the emergency coupler is adapted to withstand buffing stresses as well as pulling stresses.

This coupler is compact and can be easily and quickly applied. It will coact with an ordinary coupling head on an uninjured car, and thus satisfies the requirement for the use of automatic couplers in interstate commerce.

What I claim is:

1. In a device of the class described, a car body, a transverse beam exterior to said body, said transverse beam resting against the end of said car body, an emergency coupling head, means for attaching said coupling to the car body, said emergency head having a horizontal web resting upon a part of the permanent head, a vertical web abutting against said transverse beam, and means securing said beam and temporary head together.

2. In a device of the class described, a car body, a transverse beam exterior to said body, said transverse beam resting against the end of said car body, an emergency coupling head, means for attaching said coupling head to the car body, said emergency head having a horizontal web resting upon a part of the permanent head, a vertical web abutting against said transverse beam, a horizontal part extending beneath said transverse beam and beneath the car body, and means connecting said beam and emergency head together.

3. In a device of the class described, a car  
body, a transverse beam exterior to said  
body, said transverse beam resting against  
the end of said car body, an emergency cou-  
5 pling head, means for attaching said cou-  
pling head to the car body, said emergency  
head having a horizontal web resting upon  
a part of the permanent head, a vertical  
web abutting against said transverse beam,  
10 a horizontal part extending beneath said  
transverse beam and beneath the car body,  
and a U-bolt extending from said beam  
around said emergency head.

4. In combination, a car, a transverse  
15 beam exterior to the car body and resting

against the end thereof, an emergency cou-  
pling head, said emergency head having a  
horizontal web resting upon a part of the  
permanent head and having vertical and  
horizontal portions abutting against said 20  
beam, means securing said beam and emer-  
gency coupling together, a chain secured at  
its ends to said emergency coupling and  
passing around a fixed part of the car, and  
a turn-buckle in said chain.

EDWARD POSSON.

Witnesses:

ANNA L. SAVVIE,

JENNIE A. MACEDWARD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,  
Washington, D. C."