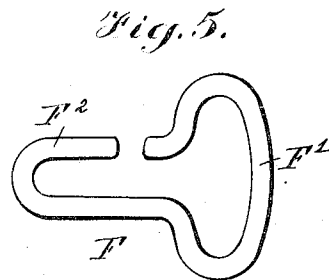
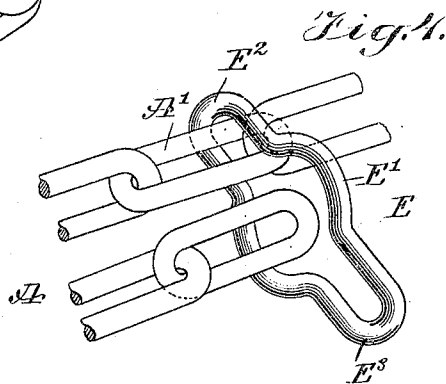
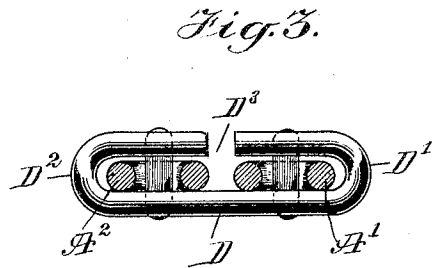
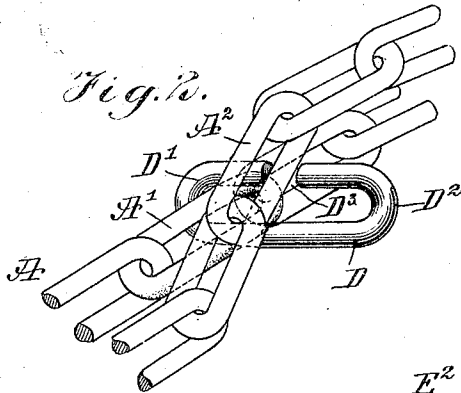
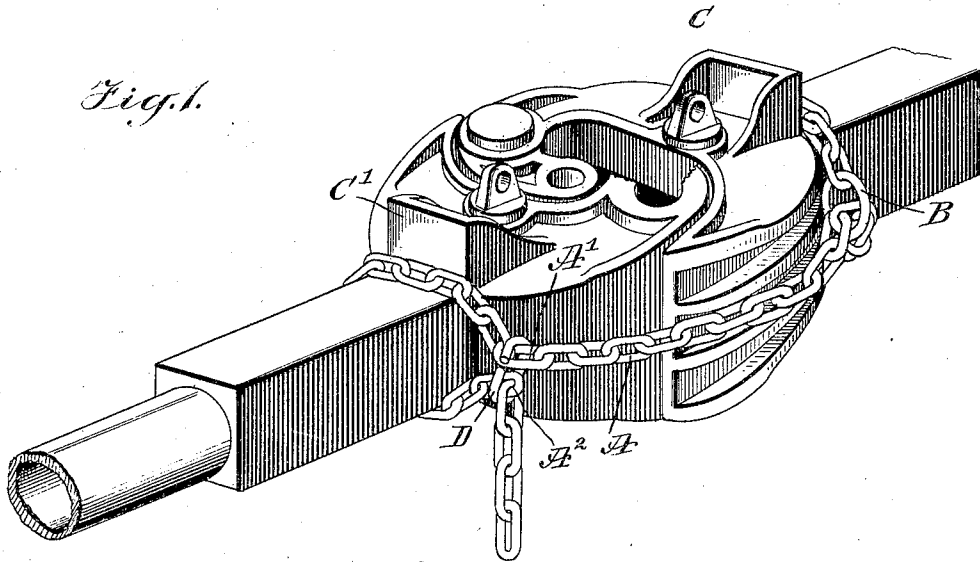


No. 770,584.

PATENTED SEPT. 20, 1904.

G. J. HUBBARD.
EMERGENCY COUPLING.
APPLICATION FILED JUNE 14, 1904.

NO MODEL.



WITNESSES:

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INVENTOR
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BY *Wm. W. [Signature]*
ATTORNEYS

UNITED STATES PATENT OFFICE.

GEORGE J. HUBBARD, OF PORT JERVIS, NEW YORK.

EMERGENCY-COUPLING.

SPECIFICATION forming part of Letters Patent No. 770,584, dated September 20, 1904.

Application filed June 14, 1904. Serial No. 212,508. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. HUBBARD, a citizen of the United States, and a resident of Port Jervis, in the county of Orange and State of New York, have invented a new and Improved Emergency-Coupling, of which the following is a full, clear, and exact description.

The invention relates to railroad car-couplers; and its object is to provide a new and improved emergency-coupling arranged to permit of conveniently tying or coupling the draw-heads of adjacent cars together in case the coupling mechanism of the said draw-heads is broken or out of order.

The invention consists of novel features and parts and combinations of the same, as will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the improvement as applied. Fig. 2 is an enlarged perspective view of the improvement, illustrating the step for closing the chain-loop by the detachable loop-closing link. Fig. 3 is an enlarged cross-section of the chain, showing two links of the chain engaged with the detachable loop-closing link. Fig. 4 is a perspective view of the improvement, showing the chain-loop closed by a detachable loop-closing link of modified form; and Fig. 5 is a side elevation of a loop-inclosing link of modified form.

The chain A of a suitable length is provided at one end with a ring B to allow of passing the free end of the chain through the ring for forming a loop, adapted to engage the shank of a draw-head C for the loop to abut against the head of the draw-head, as plainly indicated in Fig. 1. The free end of the chain A, after engaging the draw-head C of one car, is passed around the shank of the other draw-head, C', on the other car to form a loop around the same, as plainly indicated in Fig. 1, and this loop is now closed by a separate or detachable loop-closing link D engaging the chain-links A'

and A² of the chain A at the closing-point of the loop for the draw-head C'. (See Figs. 1, 2, and 3.) The separate link D is elongated, and one of its parallel members is cut or split at the middle to practically form two hooks D' and D², having a common entrance D³, (see Fig. 3,) the hooks being adapted to be hooked onto the chain-links A' A², so that the following chain-links on the links A' A² stand at right angles to the detachable link D, and hence abut against the hooks D' D² to prevent drawing the chain through the detachable link D, which latter thus holds the loop around the draw-head C' completely and perfectly closed, no matter in which direction the strain is exerted on the chain A.

By the arrangement described the draw-heads C and C' of adjacent cars are coupled or tied together by the chain A and the separate link D to hold the cars coupled together in case the coupling mechanism of the draw-heads C and C' is broken or out of order.

In the modified form (shown in Fig. 4) the separate link E is completely closed and has its middle portion E' enlarged to permit of passing the free end of the chain A through the enlarged portion E', the sides of the link, however, being formed into retaining members or hooks E² E³ for holding the links A' A² in position, the same as above described in reference to Figs. 1, 2, and 3.

In using the chain A with the link E the chain is first looped around the draw-head C, as previously described, and then the chain is passed through the enlarged portion E' of the link E, and the free end of the chain is then looped around the draw-head C' and again passed through the enlarged portion E', but in an opposite direction, the one link, A', at the closing-point of the loop being engaged with the hook E², and the other link, A², at the closing-point of the loop being slipped into the other hook or member E³, the same as above described in reference to the link D.

The separate link F (shown in Fig. 5) is an open link similar to the link D, the difference being that in this link one side, F', stands at a right angle to the other side, F², and the chain A can be readily slipped through the

side F' of the link, so that it is not necessary to completely unhook the link F from the chain A when it is desired to form the chain-loop around the draw-head or take up any slack in the chain-loop.

The emergency-coupling described is very simple and durable in construction and can be readily applied to the parts to be coupled.

Although I have shown and described the improvement in connection with a car-coupling, it is evident that the device may be used for other purposes.

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

1. An emergency-coupling comprising a chain having a ring at one end for the passage of the chain, to form a loop around one member of the coupling and to allow of forming the free end of the chain into a second loop passed around the other coupling member, and a separate link forming two hooks for engage-

ment with two links of the second chain-loop, to close the latter.

2. An emergency-coupling comprising a chain having a ring at one end for the passage of the chain, to form a loop around one member of the coupling and to allow of forming the free end of the chain into a second loop passed around the other coupling member, and a separate link forming two hooks for engagement with two links of the second chain-loop, to close the latter, the said separate link being open at the middle of one member.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE J. HUBBARD.

Witnesses:

THEO. G. HOSTER,
EVERARD BOLTON MARSHALL.