

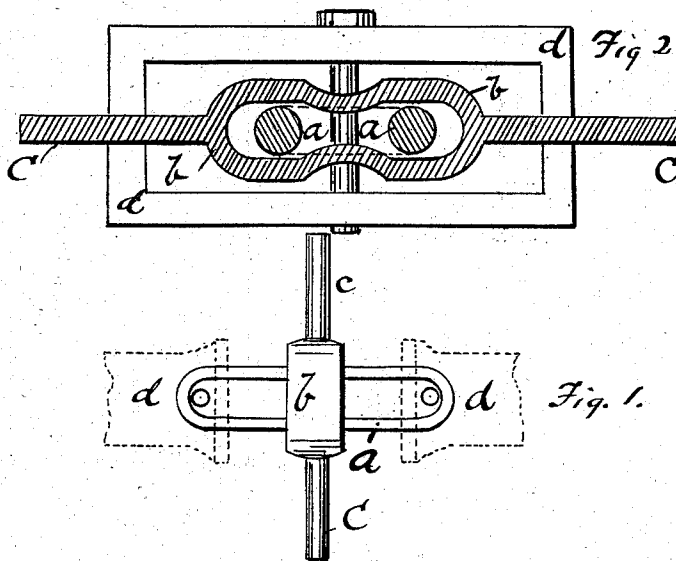
(No Model.)

A. HACKETT.

COUPLING LINK FOR RAILWAY CARS.

No. 289,530.

Patented Dec. 4, 1883.



Witness
Frederick W. [Signature]
John B. B. [Signature]

Inventor
Allen Hackett
By Charles Franklin Seary Atty.

UNITED STATES PATENT OFFICE.

ALLEN HACKETT, OF LA GRANGE, MAINE.

COUPLING-LINK FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 289,530, dated December 4, 1883.

Application filed September 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, ALLEN HACKETT, of La Grange, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Coupling-Links for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, that will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 shows a plan, and Fig. 2 a section, of my invention, draw-bar in elevation.

15 Same letters show like parts.

My invention consists of an improved device adapted for application to the ordinary car-coupling link, and designed to avoid the danger of crushing the hand of the employé when shackling the car. It will be readily understood by reference to the annexed drawings, in which is shown, at *a*, the ordinary link, over which, at *b*, is slipped a loose sleeve having on each side or at top and bottom handles *c*, projecting beyond the draw-bar a sufficient distance to enable the brakeman to secure a firm hold. This draw-bar is shown in dotted lines at *d*. The sleeve *b* is made to fit loosely over the link, for the reason that it is sometimes the case that two cars of different constructions, with the draw-bars hollowed out unequally, are coupled together, the opening of one car not being deep enough to receive its half of the link, the result being the breakage of the handles, if they were rigidly secured. Furthermore, by attaching the handles loosely all danger of breakage is avoided if the cars bump together on a curve, the swiveling motion thus secured to the sleeve and

attached handles insuring a square blow, which would simply tend to flatten the handles, and not to break them.

It is obvious that the sleeve *b* may be prevented from slipping over the link in several ways—as, for instance, by bending it down in the center, as shown in Fig. 2, by a bolt or rivet connecting its parts through the center, by enlarging the ends of the link *a*, &c.; but these are devices which would readily suggest themselves to an ordinary mechanic, and do not affect the principle of my invention.

If desired, the sleeve *b* may be made tight enough to slide upon the link without the swiveling motion attained by making it loose. This I claim, although I consider the other plan more desirable.

What I claim as my invention is—

1. In combination with a car-coupling link, *a*, the loosely-sliding metallic sleeve *b*, passing over said link, retained thereon by being bent down in its center into the eye of said link, and provided with handles *c*, projecting therefrom, as and for the purposes described.

2. In combination with a car-coupling link, *a*, the loosely-sliding and swiveling metallic sleeve *b*, passing over said link, retained thereon by being bent down in its center into the eye of said link, and provided with handles *c*, projecting therefrom, as and for the purposes described.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of September, 1883.

ALLEN HACKETT.

Witnesses:

WM. FRANKLIN SEAVEY,
F. H. CLERGUE.