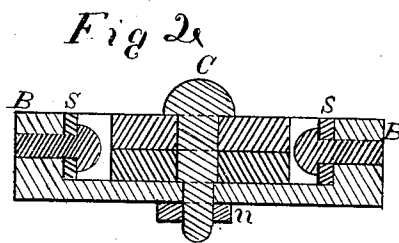
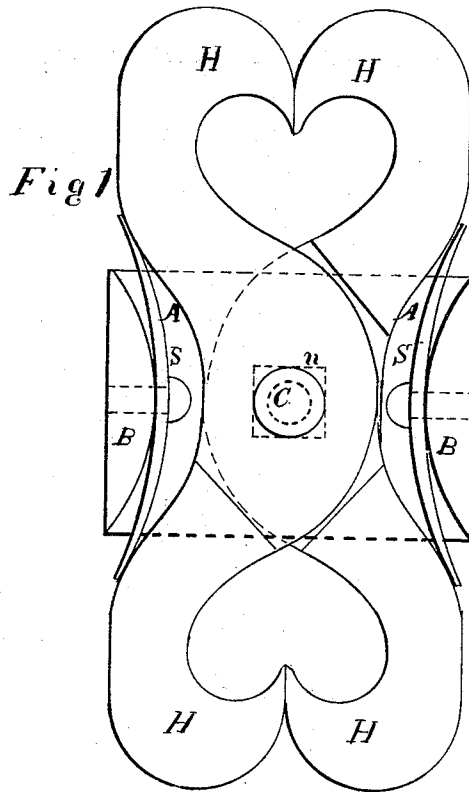


G. RYER.

Improvement in Coupling-Link for Railroad-Cars.

No. 129,368.

Patented July 16, 1872.



WITNESSES

Margaret Anna McBrath
Abram Skout

INVENTOR

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UNITED STATES PATENT OFFICE.

GEORGE RYER, OF BRIDGEPORT, CONNECTICUT.

IMPROVEMENT IN COUPLING-LINKS FOR RAILROAD-CARS.

Specification forming part of Letters Patent No. 129,368, dated July 16, 1872.

Specification describing certain Improvements in Railroad-Car Couplings, invented by GEO. RYER, of Bridgeport, in the county of Fairfield and State of Connecticut.

My invention relates to the union of wrought-iron hooks, working on an axle secured to a holding-plate with flanged sides, to which are secured springs, the hooks united sheer-fashion, and kept together by the springs. The object of my invention is the construction of a self-operating link for coupling railroad-cars.

Figure 1 is face view of link embodying my invention. Fig. 2 is a section of same.

A is the holding-plate of the link, constructed sufficiently strong to keep the hooks in position. B B, flanges formed on the back, at right angles to its face, to which are secured the springs S S. C is the axle secured to the back by a nut, *n*. This is re-enforced above the plate to form a shoulder to bear on the plate or opposite side from the nut *n*. H H are the hooks forged on the bar, and of such a form on the exterior that they will act as an inclined plane; when forced against the bumper-pin the inner form corresponds with that of pin. The springs S S keep the hooks together.

To couple the cars the link is put in position

in the bumper of one car, and pin put through the opening; this car is then forced up to another car in which the bumper-pin is in position; the end of the link strikes against the pin, and is immediately forced into the incline; the hooks open, admitting the body of pin, and are immediately closed as soon as this gets beyond the ends of hooks by the springs S S. As soon as the motion of car is reversed the pin strikes the point of union of hooks and slides into the curve, and the form is such that one link or shank receives the drawing strain. To release the link the pin is drawn out, as usual with ordinary pin.

I claim as my invention—

The jaws H H, constructed as described, pivoted centrally to the box A B, and held together by the springs S S, the whole being arranged to operate as an automatic link, as set forth.

In testimony whereof I have signed my name to this specification before two subscribing witnesses.

GEORGE RYER.

Witnesses:

MARGARET ANNA McGRATH,
ABRAM SKAAT.