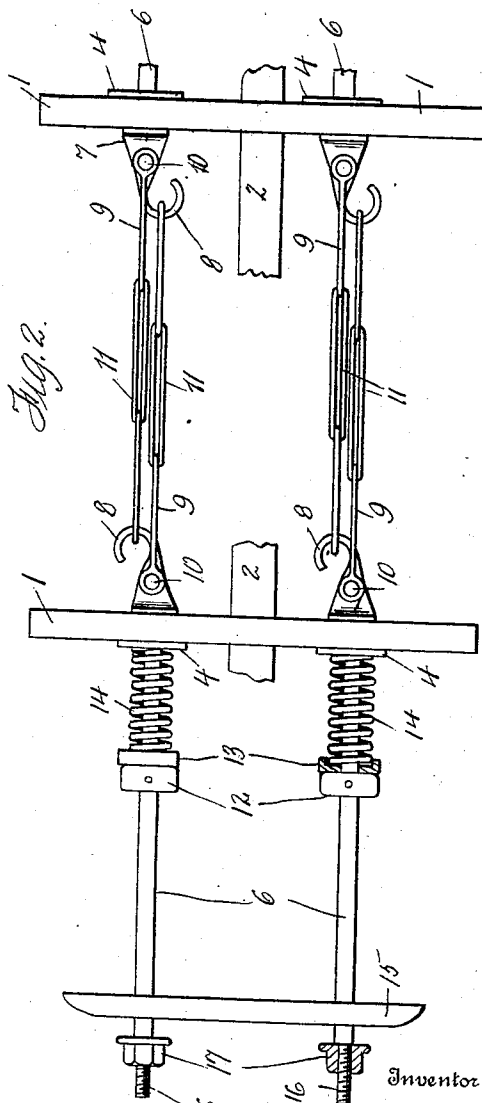
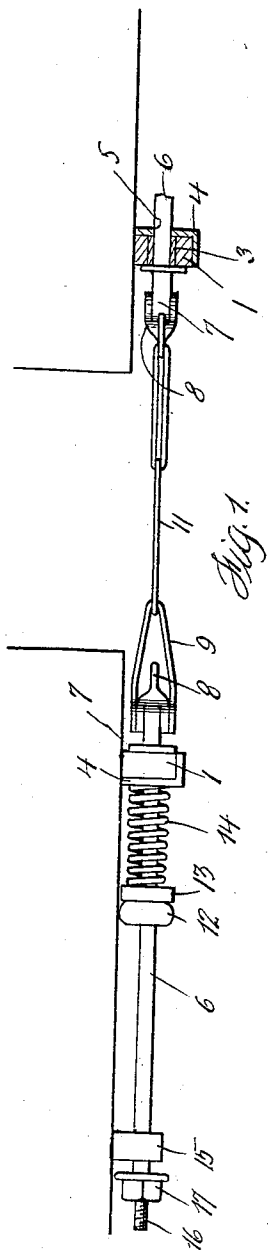


J. G. JACKSON, DEC'D.
A. A. JACKSON, ADMINISTRATRIX.
EMERGENCY COUPLING.
APPLICATION FILED JUNE 17, 1909.

969,142.

Patented Aug. 30, 1910.



Witnesses

Samuel Payne
R. H. Butler

Inventor

J. G. Jackson

By

H. C. Everett

Attorneys.

UNITED STATES PATENT OFFICE.

JOHN G. JACKSON, OF DUNLO, PENNSYLVANIA; AGNES ANN JACKSON ADMINISTRATRIX OF SAID JOHN G. JACKSON, DECEASED.

EMERGENCY-COUPLING.

969,142.

Specification of Letters Patent.

Patented Aug. 30, 1910.

Application filed June 17, 1909. Serial No. 502,784.

To all whom it may concern:

Be it known that I, JOHN G. JACKSON, a citizen of the United States of America, residing at Dunlo, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Emergency-Couplers, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to emergency couplers for rolling stock, either electric or steam railways, the coupler being applicable to passenger and freight cars, also locomotives.

The object of the invention is to provide simple and effective means for connecting two cars, whereby should the ordinary and well known type of coupler break or become otherwise injured, said cars will be prevented from separating, thus saving considerable time and labor in connecting the cars, and eliminating all danger of wrecks or accidents incurred by one part of the train accidentally separating from the other part.

I attain the above object by providing an emergency coupler that can be easily embodied in the present types of rolling stock without necessitating any alterations or material changes, and in order that my invention, which will be hereinafter described in detail, can be fully understood, reference will now be had to the drawing forming part of this specification, wherein there is illustrated a preferred embodiment of the invention, but it is to be understood that the structural elements thereof can be varied or changed, as to the shape, size and manner of assemblage, without departing from the spirit and scope of the invention.

In the drawings, Figure 1 is an elevation of the emergency coupler partly broken away and partly in section, and Fig. 2 is a plan of the same.

In the drawings, 1 denotes the end sills of two confronting cars, these sills supporting the draw bars 2 of ordinary car couplers. The sills 1 are provided with bushings 3 and angle plates 4, said plates having openings 5 formed therein alining longitudinally with the bushing 3.

6 designates auxiliary draw bars extending through said plates and said bushings. The outer or confronting ends of said aux-

iliary draw bars are provided with heads 7 having hooks 8, the hooks of one car being the reverse of the hooks of an adjoining car.

9 designates yokes pivotally connected to the heads 7, as at 10, and connecting with said yokes are links 11, the links of one car engaging the hooks of an adjoining car, and vice versa, whereby the links and yokes will form a durable connection between the cars independent of the ordinary couplers.

The auxiliary draw bars 6 adjacent to the sills 1 are provided with collars 12. Mounted upon the auxiliary draw bars and engaging the collars are cup shaped washers 13, and encircling said draw bars between the angle plates 4 and said washers are coil springs 14, said springs, washers 13 and collars 12 serving functionally as a draft-gearing in connection with the emergency couplers.

15 designates transverse beams carried by the cars for guiding and supporting the ends of the auxiliary draw bars 6, and the ends of said bars are provided with threaded shanks 16 for nuts 17, said nuts limiting the movement of the draw bar 6 relative to the sills 1 and the beams 15.

It is apparent that should the ordinary coupler of two cars break, that my auxiliary couplers will serve functionally the same purposes as the ordinary coupler and will connect two cars until such time that the ordinary coupler can be repaired or renewed.

Having now described my invention, what I claim as new, is:—

In an emergency coupler for cars, the combination with a car sill and an abutment extending in parallelism with respect thereto and arranged inwardly thereof, of a pair of bushings mounted in said sill, a pair of apertured angle-irons having the horizontal portions thereof secured to the bottom of the sill and their vertical portions arranged against the inner face of the sill and provided with openings registering with the openings in the bushings, draw-bars extending through the bushings and angle-irons and of a length as to project through said abutment, heads upon the outer ends of the draw-bars, yokes straddling and pivotally-connected to the heads, links carried by said yokes, collars mounted upon the draw-bars between the abutment and sill, flanged wash-

ers abutting against said collars, springs
mounted upon the bars and interposed be-
tween the washers and the vertical portions
of the angle-irons, means mounted upon the
5 inner end of the draw-bars inwardly of the
abutment and adapted to engage the abut-
ment for limiting the outward movement of
the draw-bars, and said head provided with

means adapted to engage the sill for limit-
ing the inward movement of the draw-bars. 10

In testimony whereof I affix my signature
in the presence of two witnesses.

JOHN G. JACKSON.

Witnesses:

H. RITCHEY,

WM. CAMPBELL.