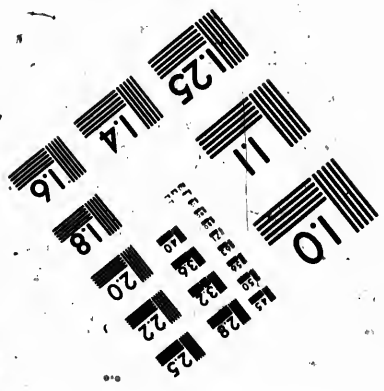
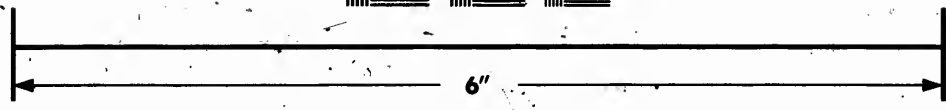
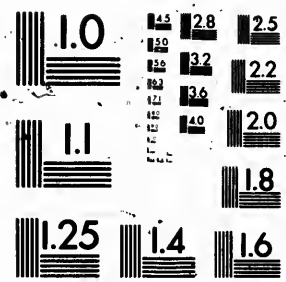


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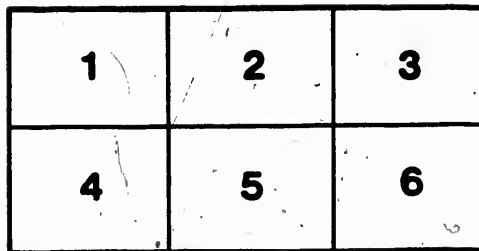
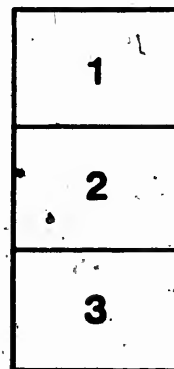
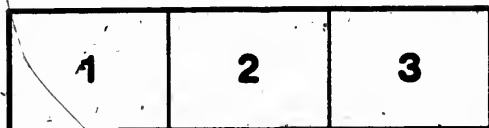
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# PEARSON'S

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## AUTOMATIC • CAR • COUPLER.

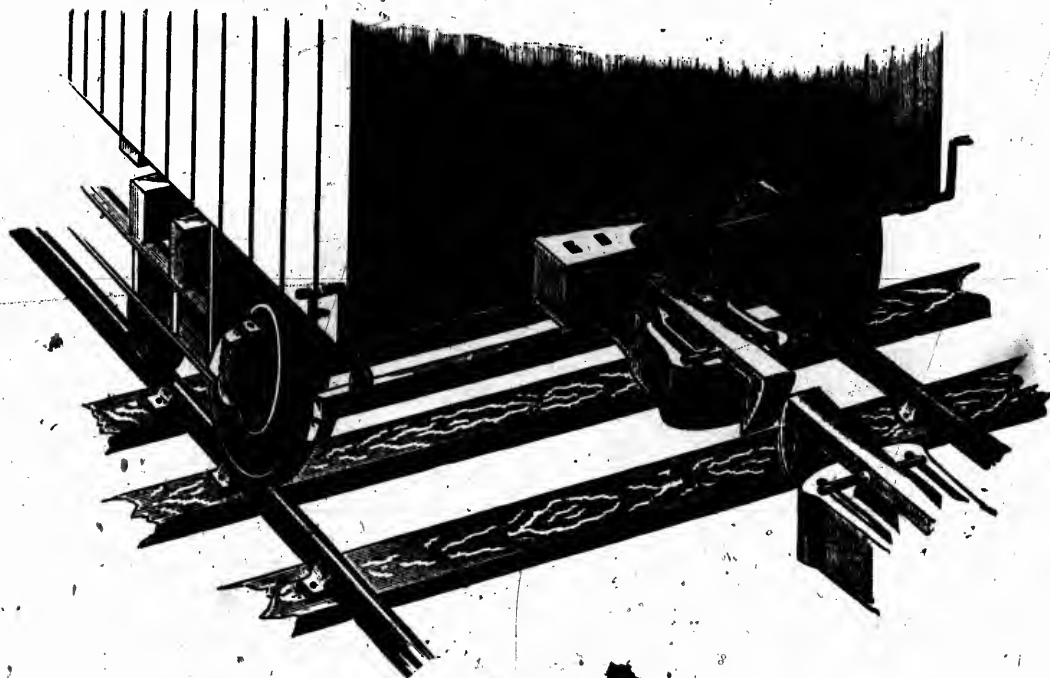
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INVENTOR: GEORGE D. PEARSON, MONTREAL, CANADA.

---

Letters Patent, Dominion of Canada, May 15th, 1885, and March 1st, 1888.

Letters Patent, United States, - December 15th, 1885, and February 14th, 1888.



*Figure 1.*

Gentlemen,

In directing your attention to the PEARSON COUPLER  
we would ask your careful consideration of the following facts. The  
claims made we are prepared to prove to your full satisfaction, and we  
invite a thorough investigation of the device and its workings.



Figure 2.

## CLAIMS:

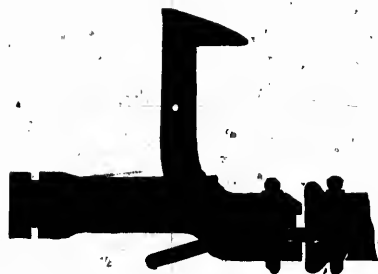
- 1st.—**SIMPLICITY** and **ECONOMY** its leading characteristics.
- 2nd.—It can be fitted into the place the Old Draw-bar occupies without any extra work.
- 3rd.—It is thoroughly **AUTOMATIC** and will **COUPLE UNDER ALL CONDITIONS**.
- 4th.—It will work in **CONJUNCTION WITH ALL OTHER COUPLERS**, including the ordinary Link and Pin contrivance.
- 5th.—It will **COUPLE ON ANY CURVE**, even should the centre of the Draw-bar be as much as six inches above the corresponding point in the other car.
- 6th.—It can be **UNCOUPLED READILY** from either side of the car.
- 7th.—It will **UNCOUPLE INSTANTANEOUSLY**, remaining Automatic.
- 8th.—It can be so set as to prevent coupling.
- 9th.—It **CANNOT BE UNCOUPLED BY THE JAR OR STRAIN** of cars whilst the train is in motion, when coupled one hook falling in the recess, the other falling on top, forms a lock. [See Figure 2.]
- 10th.—It does away with Links and Pins as none are required.
- 11th.—It **SAVES DELAY** to trains; should one hook get out of order the other will take its place.
- 12th.—Should both hooks become disabled it can be **READILY COUPLED WITH THE LINK AND PIN**, but such a case as this would rarely or never occur, as the tensile strength of each is equal to that of the strongest link, hence twice that of a link coupler. It is not necessary for the brakeman in an emergency of this kind to put his hand between the bumpers, the link can be put in place from behind without any risk or danger, as shown in Figure 4.
- 13th.—It has no internal mechanism, being composed of three pieces only, viz., the Draw-bar, Coupling Hook, and Pin which fastens the hook into the Draw-bar.
- 14th.—It meets all the requirements of the Brakeman for making up or breaking up trains.
- 15th.—It is absolutely **LIFE SAVING**.

We shall be glad to place further particulars before you on application.

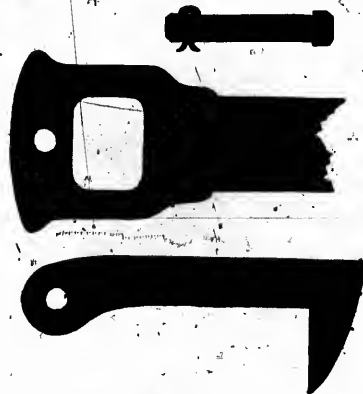
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MONTREAL, CANADA.  
AND ROYAL INSURANCE BUILDING,  
112 QUINCY STREET,  
CHICAGO, ILL.



*Figure 3.*



*Figure 4.*



*Figure 5.*

## DESCRIPTION OF CUTS.

- Fig. 1. Represents a Draw-bar attached to a car with another about to engage with it. The two hooks on meeting uprise and drop, as shown in Fig. 2.
- Fig. 2. Represents a Draw-bar as coupled, the one hook in position, and the other falling on top forms a lock.
- Fig. 3. Represents a Draw-bar about to engage with another six inches higher, and also giving a sectional view of the Draw-bar.
- Fig. 4. Represents a Draw-bar coupled with the ordinary link and pin coupler, and showing how the link is inserted from behind.
- Fig. 5. Represents a Draw-bar in its three separate pieces.

