J. W. JONES of P. DE CATESBY.

Improvement in Car-Couplings.

No. 114,015. Patented April 25, 1871.

Fig. 1

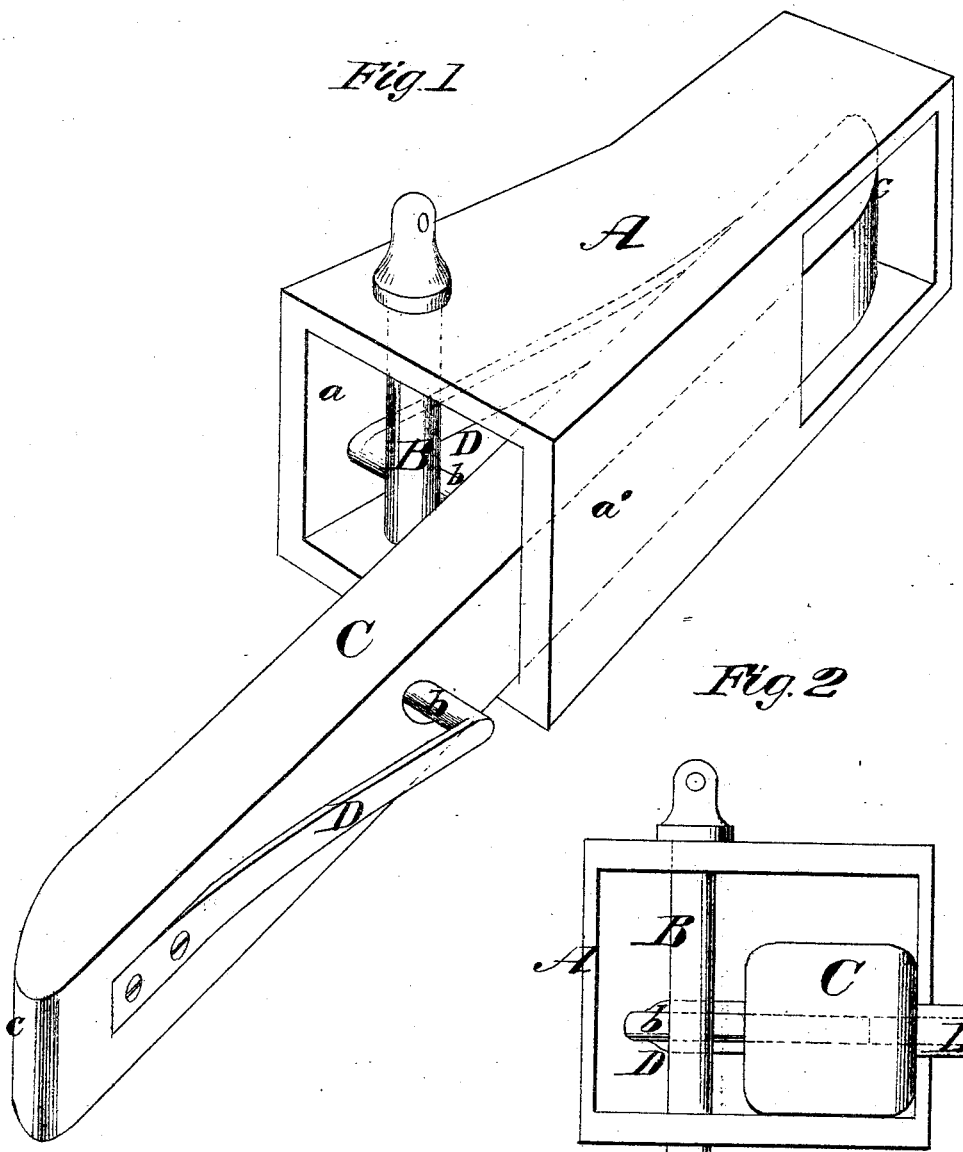
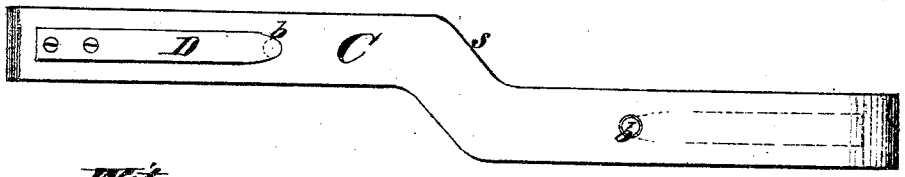


Fig. 2

Fig. 3



Witnesses.
P. Campbell.
J. W. Campbell.

Inventor
John W. Jones of Philip De Catesby
by
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United States Patent Office.

JOHN W. JONES OF PHILIP DE CATESBY, OF HEREFORD, MARYLAND.

Letters Patent No. 114,015. dated April 25, 1871.

IMPROVEMENT IN CAR-COUPLINGS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN W. JONES OF PHILIP DE CATESBY, of Hereford, in the county of Baltimore and State of Maryland, have invented a new improved Railroad-Car Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a perspective view of a draw-head and coupling-pin attached.

Figure 2 is an end view of the same.

Figure 3 is a side view of a coupling-pin adapted for high and low cars.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to improvements on couplings for railroad cars, which are so constructed as to be automatic in their action when two cars are brought together, and also which will uncouple should any car of a train leave the track.

The object of my invention is to provide a coupling-bar with spring engaging shoulders, which will be compressed when the said bar is thrust into a draw-head and then spring out behind a coupling-pin and effect a coupling, and which will also be compressed and allow an uncoupling should a car turn over, as will be hereinafter explained.

The following description will enable others skilled in the art to understand my invention

In the accompanying drawing—

A represents a draw-head, which presents a flaring mouth that is formed by the straight side *a'* and the diverging side *a*.

Near this diverging side *a* a coupling-pin, B, passes vertically through the draw-head, which pin may be made like the pins used in combination with coupling-links. In all other respects the draw-head A may be constructed in the usual well-known manner.

C represents a coupling-bar, which may be made straight, as in figs. 1 and 2, or which may be bent as at *s*, fig. 3, for high and low platforms.

The extremities of the bar C are rounded as at *c c*, for insuring their ready entrance into the draw-heads, and on opposite sides of this bar engaging shoulders *b b* are applied, which are on the extremities of springs D D, and which freely enter openings into or through the bar C.

The shoulders *b b* stand at right angles to the length of their coupling-bar, and are held out as shown in figs. 1 and 2, except when compressed, as will be now explained.

When the coupling-pin B is in place, as shown in fig. 1, and the coupling-bar C is thrust into the draw-head A, between the straight side *a* and the pin B, with a spring shoulder, *b*, next this pin, this shoulder will be pressed into the bar C far enough to allow it to pass behind the pin B, when the shoulder will spring out and effect a coupling. Ordinarily, the shoulder *b* will prevent the withdrawal of bar C unless the pin B is removed; but should a car turn over, the bar C will turn with it, compress the shoulder *b*, and leave the draw-head, thus uncoupling automatically.

The springs D, to which the shoulders *b* are applied, are secured to the bar C in such manner that they present oblique or wedging surfaces to the coupling-pins while effecting a coupling, thus allowing the bar to enter the draw-head freely.

It will be seen from the above description that I have a very simple coupling which is a self-coupling, and which is a self-uncoupling should a car leave the track.

Having described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the spring engaging shoulders *b*, on coupling-bar C, with the coupling-pin B, or an equivalent coupling-shoulder, on draw-head A, substantially as described.

JOHN W. JONES OF PHILIP DE CATESBY.

Witnesses:

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