

G. W. E. ROW.
Car-Coupling.

No. 159,120.

Patented Jan. 26, 1875.

Fig: 1.

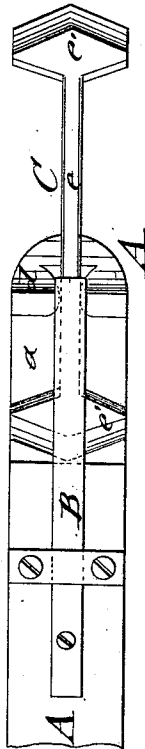
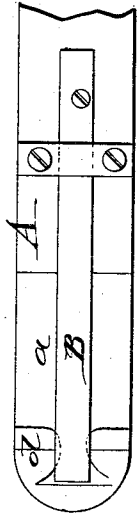
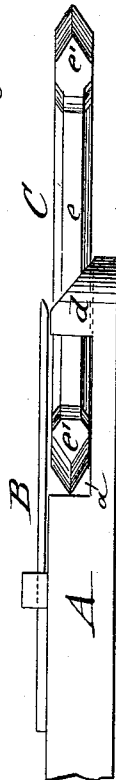
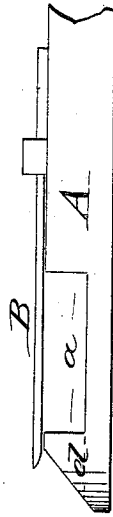


Fig: 2.



WITNESSES:

Chas. Nida.
A. J. Terry

INVENTOR:

G. W. E. Row

BY

Munn & Co.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE W. E. ROW, OF STEELE'S TAVERN, VIRGINIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 159,120, dated January 26, 1875; application filed November 21, 1874.

To all whom it may concern:

Be it known that I, GEORGE W. E. ROW, of Steele's Tavern, in the county of Augusta and State of Virginia, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view, and Fig. 2 a side elevation, of my improved car-coupling.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described, and then pointed out in the claim.

In the drawing, A represents the draw-bar, which is attached in any approved manner to the car or platform frame. The front end of the draw-bar A is curved and tapering, and provided with a recess, *a*, extending across the full width of the draw-bar, and forming thereby a projecting head, *d*, of the same. Head *d* is again centrally recessed in longitudinal direction with an outward taper, to give play to the link in following the vibrations of the cars. A strong band-spring, B, is attached to the rear part of the draw-head, and extended forward in longitudinal direction over recess *a* and head *d*. The coupling-link C consists of a center rod, *e*, with flat tapering and pointed heads *e'* at both ends, which pass along the inclined head of the draw-bar, enter between the same and the spring C, raise the spring, and settle then in the recess *a* back of the head part of the draw-bar, while the center rod *e* swings securely in the recess of head *d*. The spring B retains the link firmly

in position on the draw-bar, and secures also its horizontal position for coupling with the approaching draw-head, while the contact of the link C with the rear part of the draw-bar gives sufficient force to raise the spring of the draw-bar and couple therewith.

When any car is thrown off the track, so that thereby the relative position of the link and draw-bars is changed, the retaining-spring will readily give way and release the link, so as to uncouple thereby the cars, and prevent accidents and damage to the other cars of the train.

The uncoupling is accomplished by a lever connection of the platform or top of the car with a pin entering under the head of the link, or by any one of the equivalent devices used for uncoupling, so that the link is raised to sufficient height to back over the front shoulder of the draw-bar and disconnect therefrom.

I am aware that a car-coupling has been provided with a spring on the inside of a draw-head, being employed to hold the link down behind a shoulder; but

What I claim is—

The combination, with a draw-bar, in the front of which is the inclined head *d*, having an outwardly-tapered longitudinal recess, of the horizontal plate-spring B, made fast in the rear, and having its front end resting over said recess, as and for the purpose specified.

GEO. W. E. ROW.

Witnesses:

A. H. WEIR,
HUGH F. LYLE.