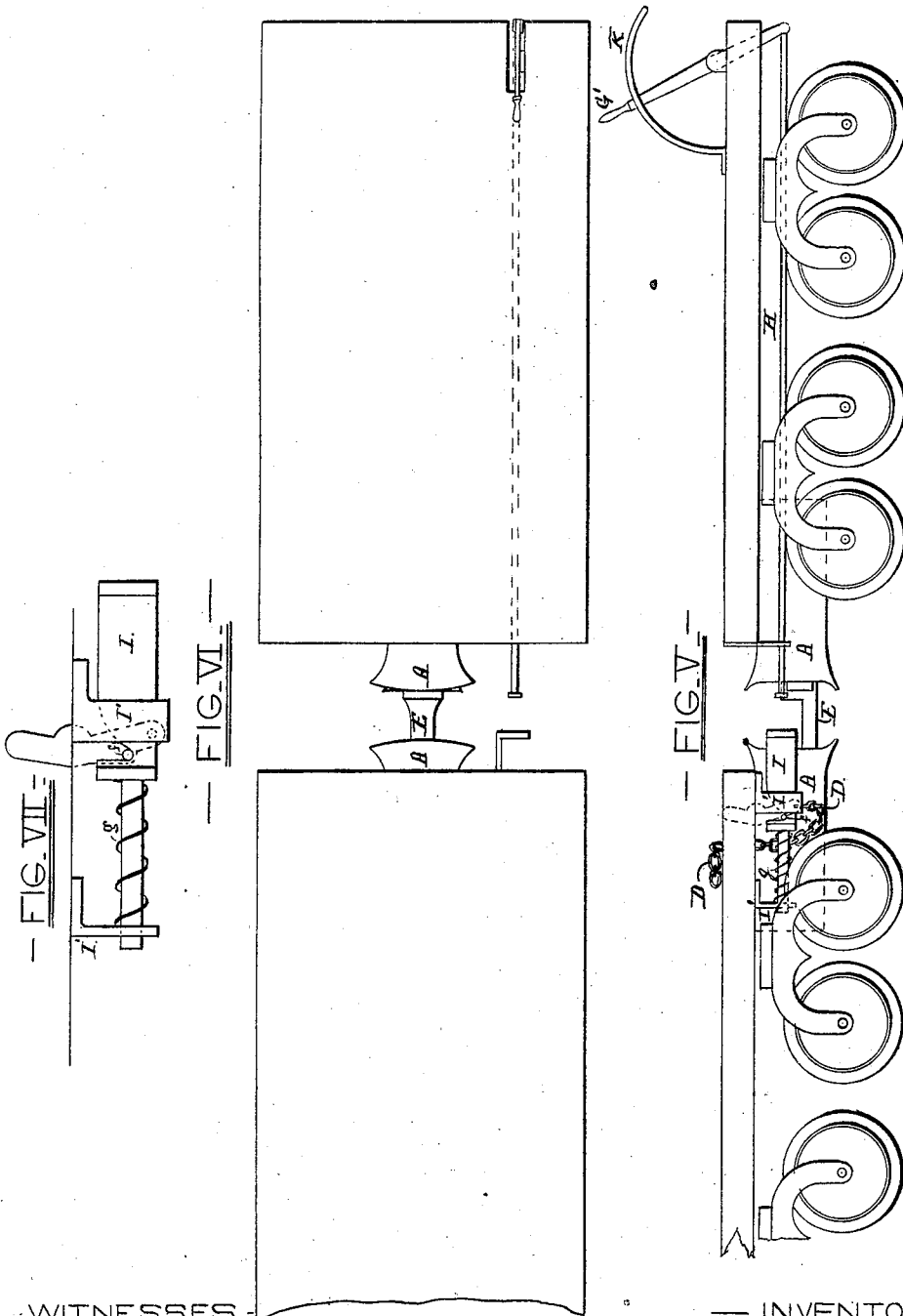


J. W. JONES.
Car-Couplings.

No. 136,523.

Patented March 4, 1873.



WITNESSES.

S. H. Maddox

M. H. Lewis

INVENTOR

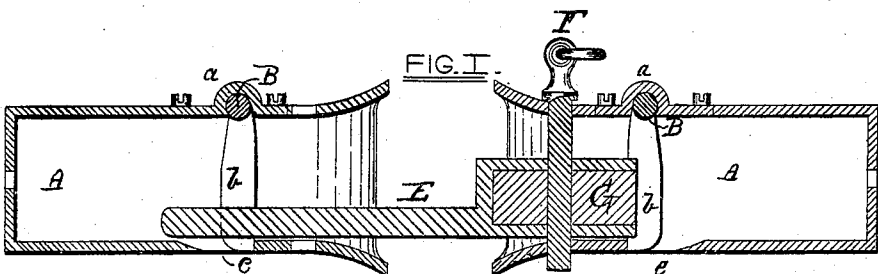
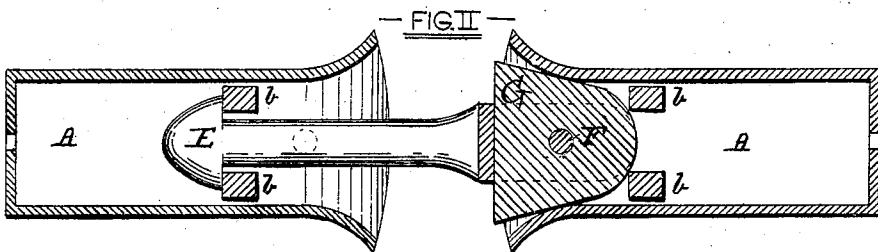
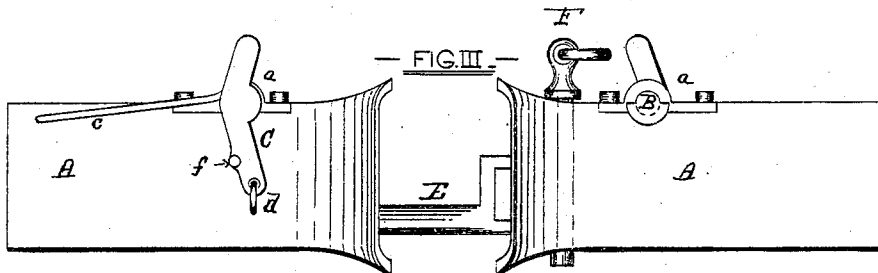
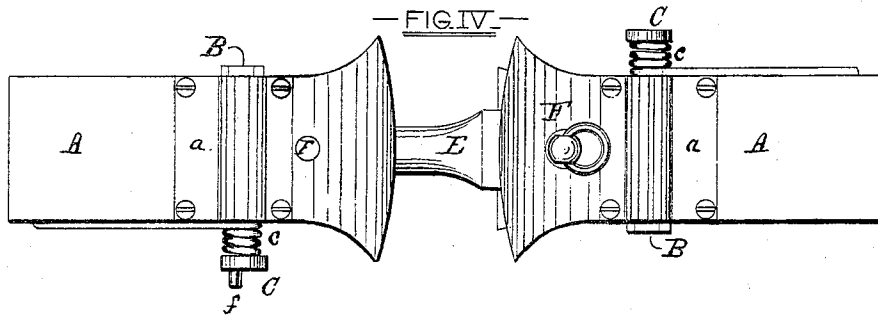
John W. Jones
of P. de. Catish

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—WITNESSES—

—INVENTOR—

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UNITED STATES PATENT OFFICE.

JOHN W. JONES, (OF P. DE CATESBY,) OF TOWSONTOWN, MARYLAND.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **136,523**, dated March 4, 1873.

To all whom it may concern:

Be it known that I, JOHN W. JONES, (of P. De Catesby,) of Towson town, in the county of Baltimore and State of Maryland, have invented certain Improvements in Car-Couplings, of which the following is a specification; and I do hereby declare that in the same is contained a full, clear, and exact description of my said invention, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

Figure 1 is a longitudinal sectional view of my improved coupler. Fig. 2 is a sectional top view of the same. Figs. 3 and 4 are, respectively, side and top exterior views. Figs. 5, 6, and 7 represent certain modifications of my invention as applied to a car.

Similar letters of reference indicate similar parts in all the views.

My invention consists in a car-coupling, to which are attached certain features used together as a detaching device, and may be denominated as an "Anchor Safety Car-Coupler and Detacher."

A A are two boxes or draw-heads, each having a cap, *a*, fastened by screws passing through the cap into the box. The caps *a* cover the axle-bar B, to which are permanently secured two pins, *b*, welded firmly to the axle-bar. One end of the axle-bar projects outside of the box, around which a steel spiral spring, *c*, is wound—one end of the spring being fastened in the side of the draw-head and the other carried to the bottom of a lever, C, which is attached to the extreme end of the projecting axle-bar and securely fastened thereto. A link, *d*, is placed in the end of the lever, to which link is attached a chain, D, brought up through the platform and hung on the railing or guard thereof. By simply drawing the chain up the pins are pulled back inside of the draw-head, allowing the coupler or anchor E to draw out freely. In the bottom of the draw-heads are two slots, *e*, for the two pins from the axle-bar to play in, so that when the coupling-bar is pushed against the pins they will move back sufficiently far to let the flukes or shoulders of anchor or coupling-bar pass, when the pins spring back into the slots *e*,

thus fastening one car to another or the engine to the car.

In case of the engine or car running off the track the anchor or coupling-bar is turned with the falling engine or car, and is automatically disengaged from the car on the track, as described in my patent of March 19, 1872.

The anchor or coupling-bar is made of wrought-iron, or other suitable material, and is pointed in a manner resembling the end of an anchor, excepting that the shoulders are at right angles to the bar that hooks against the pins of the axle-bar and fastens the cars together. At the opposite end of the bar E a piece of iron is set on or added, forming a shoulder for high and low cars; or the end may be turned over and gum, as shown by G, inserted between, which will serve to break the concussion of the cars in coming together. Wood, with flat springs on each side, may be used, with a hinge on the back wide enough to fill the sides of the draw-head A, and at the same time elastic enough to afford ample room for curves and to keep the coupler steadily in its place.

In front of the axle-bar B, and between it and the end of the draw-head, is a hole for the reception of a movable pin, F, designed to keep one end of the coupler securely in the draw-head, and also to admit of attaching cars of different heights.

A mode of uncoupling similar in principle, but operated by devices somewhat modified in construction, is shown in Figs. 5 and 6. The lever G' operates a horizontal bar, H, which forces the slide I back through slotted stands I', moving the axle-bar by means of the pin *f* on the lever of axle-bar, operating the whole, and producing the same result as if the chain D were used. A spiral spring, marked *g*, assists the slide I in resuming its original position. The lever G' may be held in place by a ratchet radius-bar, K, and worked by the fireman or engineer when a car or cars are to be detached.

Having thus described my invention, what I claim as new, and wish to secure by Letters Patent of the United States, is—

1. In combination with the draw-heads A

A, having the axle-shafts B, pins *b*, spiral springs *c*, and lever C, the anchor-bar E, gum block G, and coupling-pin F, substantially as herein set forth.

2. The combination of the pin *f* of the lever C, sliding bar I, slides I', and spiral spring *g*, with the sliding horizontal bar H, lever G', and circular guiding-stand K, substantially as herein described, for the purposes set forth.

The foregoing is the specification of my invention, signed by me this 10th day of September, 1872.

JOHN W. JONES,
(Of P. DE CATESBY.)

Witnesses:

I. H. MADDOX,
H. H. LEWIS.