

J. D. ROSS.
Car-Coupling.

No. 208,336.

Patented Sept. 24, 1878.

Fig. 1.

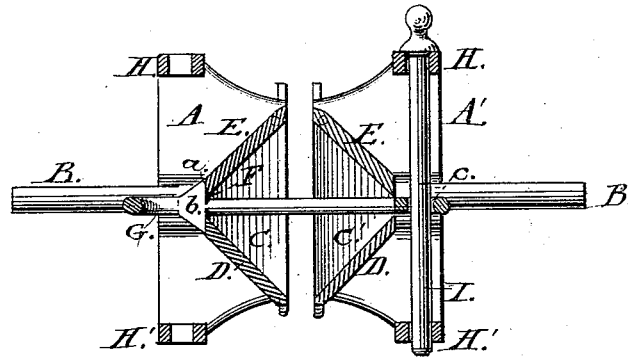


Fig. 2.

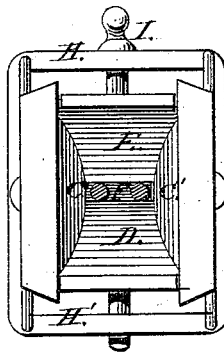
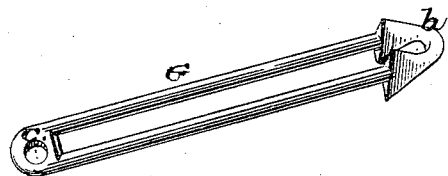


Fig. 3.



Witnesses:
Edw. W. Down
L. M. Dungan

Inventor:
John D. Ross.
By: Parker H. Sweet, Jr. & Co.
Attys.

UNITED STATES PATENT OFFICE.

JOHN D. ROSS, OF MACON, GEORGIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 208,336, dated September 24, 1878; application filed May 15, 1878.

To all whom it may concern:

Be it known that I, JOHN D. ROSS, of Macon, in the county of Bibb and State of Georgia, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification, and in which—

Figure 1 represents a vertical longitudinal section of my complete invention; Fig. 2, a front elevation of the same; and Fig. 3, a perspective view of the coupling-link.

Similar letters of reference occurring on the several figures indicate corresponding parts.

My invention relates to improvements in car-couplings, and is designed as an improvement upon Letters Patent No. 190,984, granted to me under date of May 22, 1877; and it consists of a draw-head provided with a pivoted plate adapted for operation in connection with a coupling-link of peculiar construction, all as will be hereinafter more fully described, and pointed out in the claim.

Referring to the drawings, A A' represent the two draw-heads, similar in construction, and provided with bars B B for attaching the same to the platforms of cars. The opening in the face of the draw-heads for the introduction of the coupling-link is formed by the inwardly-inclined sides and bottom C C' and D and pivoted top plate E, projecting downwardly and resting on flanges cut in the side walls C C', so as to leave an opening at the rear of the inclined recess, as shown in Figs. 1 and 2, said plate E being pivoted at its upper part by lugs on each side fitting into corresponding recesses in the side walls C C', and having a beveled edge, *a*, at its bottom.

G represents the coupling-link, having an open arrow-shaped head, *b*, at one end, and an opening, *c*, at the opposite end, as fully shown in Fig. 3.

The draw-heads A A' are each provided, in

the rear of the opening F, with upper and lower cross-bars, H H', having a central opening for the introduction of the coupling-pin I.

The construction of my invention being as described, it will be observed that the draw-heads A A' can be used in connection with each other, as well as with other forms of draw-heads now in common use, thereby enabling my improvement to be used on railroads having different kinds of draw-heads without necessitating any change. It will also be observed in the operation of my invention that the coupling-link G is first secured in one of my improved draw-heads, or in one of the ordinary form, by the coupling-pin I, leaving the arrow-shaped end *b* projecting, which, when the draw-heads come in contact, enters the opening F in the opposite draw-head, and lifts the pivoted plate E until the head *b* passes entirely through, when the said plate drops down, and the beveled bottom *a* catches behind the head *b*, and thereby connects the two draw-heads.

The advantages of my invention will be readily apparent without a more minute description, inasmuch as it combines in its construction and operation a high degree of simplicity and efficiency with a ready adaptation to the purpose contemplated.

Having thus described my invention, what I claim as new and useful is—

In a car-coupling, the draw-heads A A', having inwardly-inclined sides C C' and bottom D and upper pivoted gravitating plate E, forming opening F, cross-frames H H', and coupling-pin I, in combination with the coupling-link G, having arrow-shaped end or head *b* and open end *c*, substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own invention I affix my signature in presence of two witnesses.

JOHN D. ROSS.

Witnesses:

THADDEUS W. BRANTLEY,
ABNER P. WHITTLE.