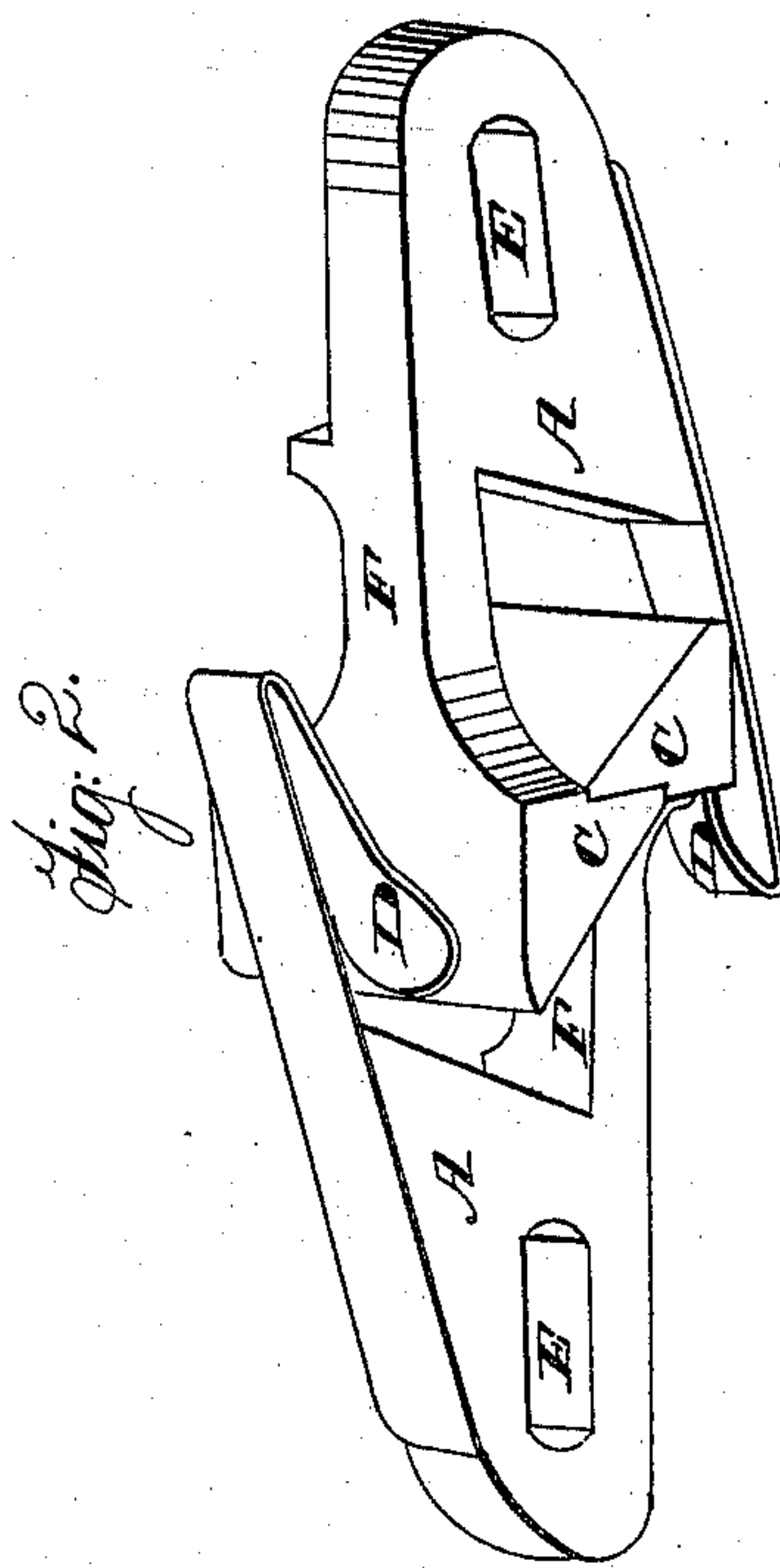
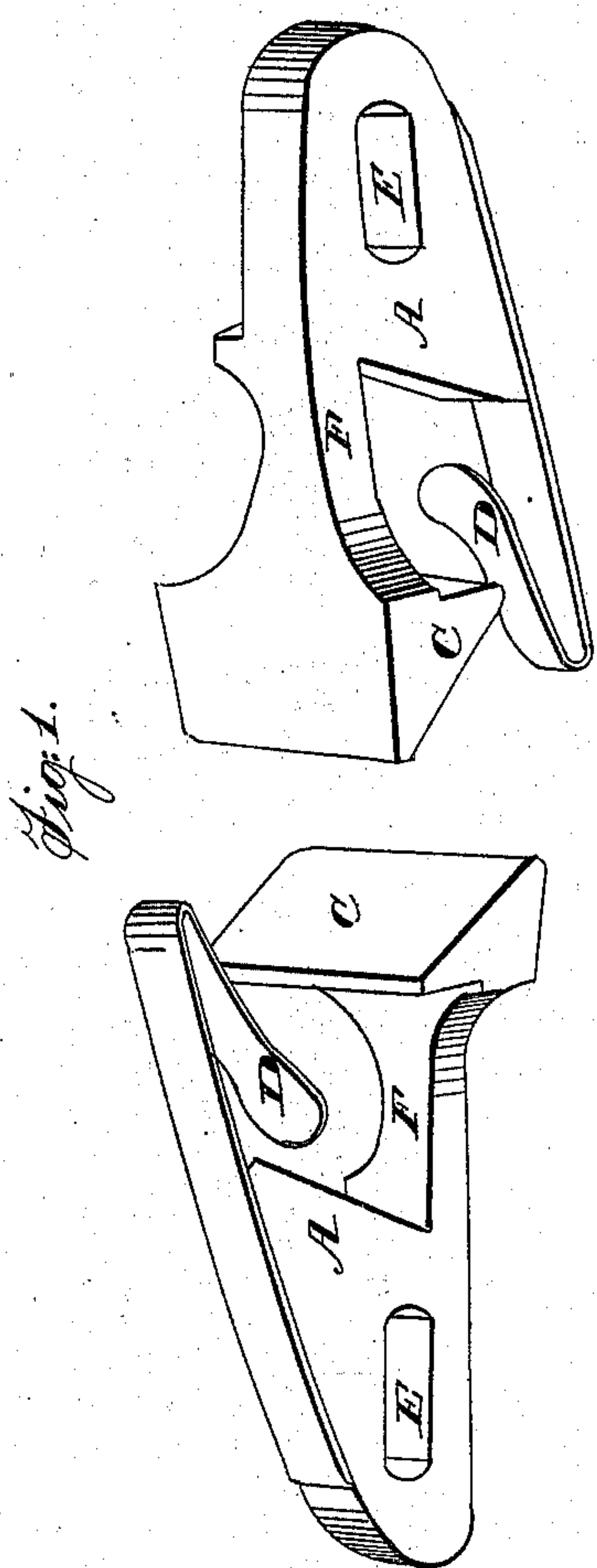


J. H. JONES.  
Car Coupling.

No. 12,680.

Patented Apr. 10, 1855





# UNITED STATES PATENT OFFICE.

JAMES H. JONES, OF SCIO, NEW YORK.

## RAILROAD-CAR COUPLING.

Specification of Letters Patent No. 12,680, dated April 10, 1855.

*To all whom it may concern:*

Be it known that I, JAMES H. JONES, of Scio, in the county of Allegany and State of New York, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part thereof, in which—

Figure 1, represents the two parts of which the coupling is formed, separated, and Fig. 2, represents the same two parts connected so as to form the coupling.

Similar letters in the figures denote like parts.

Various forms of car couplings that are intended to be self connecting have been devised, but in none of them are found the element which I claim. A link coupling approaches it nearest, but even these must be straightened up or at least examined to see that they are straight before the cars are run up to be coupled. But I do not use a link at all, so that this class of couplings cannot be considered the same as mine. Many other couplings have been essayed which have a male and female head, catching into each other, and holding by shoulders and springs. This kind also requires personal inspection or attention before they are coupled, as two male, or two female heads may come together, in which case there is no coupling formed. In my invention both heads are male heads, and will couple regardless of which ends of the cars come together, and do not require any previous arrangement or inspection as they are always ready to couple.

The nature of my invention consists in making a car coupling of two pieces without a link, each part or half being so formed, as that the two will always couple when brought together regardless of the particular ends of the cars which are brought together.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

A, A, represent two parts of the coupling which may be exactly alike in every particular, and may be made of any suitable

material. C, C, are the jaws on each, which when the cars are run together, interlock, and are held together by the springs D, D. These springs D, D, do not simply serve the purpose of holding the shoulders of the jaws together, but also serve as guides for directing the jaws together, until the jaws pass each other, when the spring throws them together and holds them in place. The inclined planes on these jaws must stand vertically, and facing each other, or nearly so. If placed horizontally the same difficulty would exist, that does with the male and female head, for in this case both planes may be down or up, and no coupling could be effected without first changing one of the pair. It is to avoid this personal inspection of the position of the parts that I aim, and I have so contrived the two parts that the engineer may back up his train to a single car and couple it, without any previous arrangement of the coupling.

E, E, are the holes for the bolts to pass through, by which the cars are drawn. These holes I have made so that my coupling may be used on any of the ordinary draw heads. But it may be a permanent fixture on cars when built specially with a view to their use, in which latter case there would be nothing which could be carried away, as in ordinary couplings.

A few of these couplings should also be carried with a curve or bend in the shank F, so as to unite cars which may be of variable height, as is now done with links when used.

Having thus fully described the nature of my invention I would state that, I am aware that a patent was granted to Joseph D. Alvord on the 18th September 1849, for a "car shackle" "in which two horizontally placed hooks, one at each end of the car, attached to the bunter, so formed, and so attached, that on bringing the cars together, the hooks will fall into sockets into the respective opposite cars." This I do not claim as my invention is an improvement upon Alvord's. Nor do I claim a car coupling wherein a link, or its substitute is used at all. Neither do I claim a car coupling wherein a male and female catch are used, because they require to be changed at times, as two male, or two female catches will not form the coupling, but



What I do claim as of my invention, and desire to secure by Letters Patent,—

A car coupling without a link, which may be a permanent fixture on the car, and each  
5 half so formed as that the jaws or hooks will always couple or catch, the one with the other, when brought together, regardless of

the particular ends of the cars which may be brought together, substantially as described.

J. H. JONES.

Witnesses:

A. B. STOUGHTON,

THOMAS H. UPPERMAN.