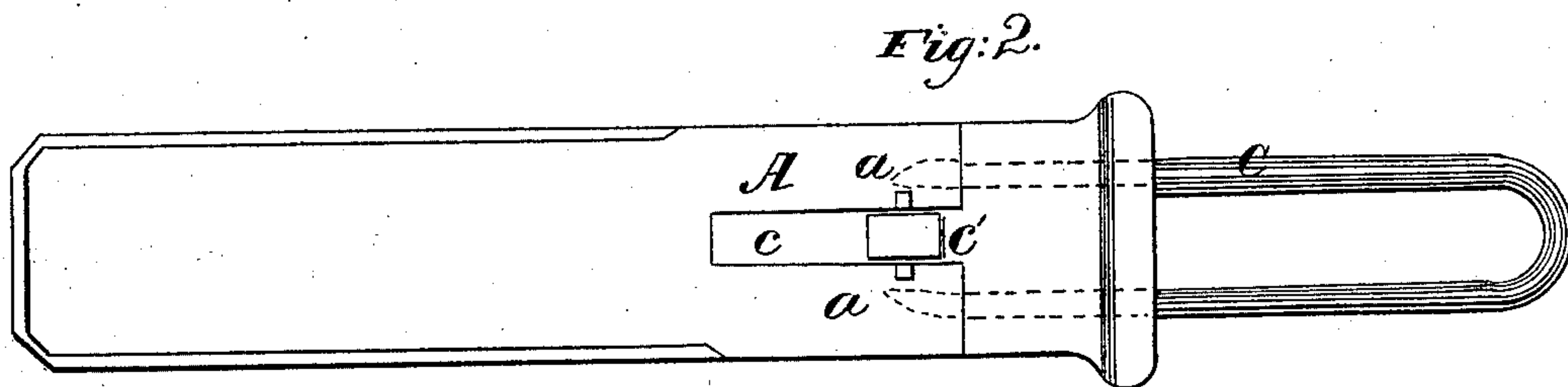
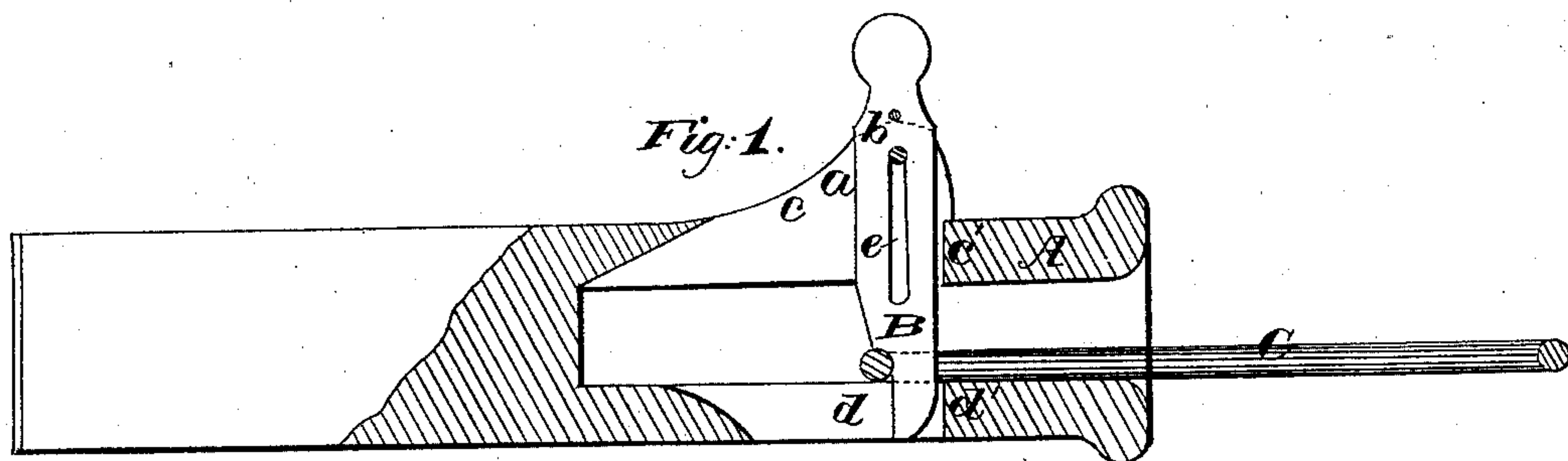


J. M. GOW.  
Car Coupling.

No. 41,502.

Patented Feb. 9, 1864.



*Fig. 3.*

*Fig. 4.*



Witnesses;  
J. W. Coombs  
Geo. W. Reed

Inventor;  
James M. Gow  
per Munn & Co.  
Attys.

# UNITED STATES PATENT OFFICE.

JAMES M. GOW, OF ROCK ISLAND, ILLINOIS.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 41,502, dated February 9, 1864.

*To all whom it may concern:*

Be it known that I, JAMES M. GOW, of Rock Island, in the county of Rock Island and State of Illinois, have invented a new and Improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a longitudinal vertical section of my invention. Fig. 2 is a plan or top view of the same. Figs. 3 and 4 are detached views of draw-pins of various forms.

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

This invention consists in a slotted draw-pin supported by a pivot in the upper part of the draw-head and projecting through a slot in the under side of the same, in combination with the ordinary coupling-link in such a manner that the link on entering the draw-head will push back the draw-pin and allow it to catch between said link and a shoulder in the under side of said draw-head, and in uncoupling two cars nothing is required but to raise the draw-pin in its slot high enough to release the link.

To enable those skilled in the art to make and use my invention, I will proceed to describe it.

A represents the draw-head, which is made of cast-iron or any other suitable material, and secured to the car in the ordinary manner. The upper part of this draw-head is provided with two ears *a*, which form the bearings for the pivot *b*, from which the draw-pin B is suspended. This draw-pin extends down through a slot, *c*, in the upper part of the draw-head, and its point passes through a slot, *d*, in the lower part of said draw-head, and when suspended in a vertical position its front edge bears against a shoulder, *c'*, above and a shoulder, *d'*, below. The slots *c* and *d* are of such a length that the draw-pin can swing back in order to admit the coupling-link C, and after the link has been entered the draw-pin turns down to a vertical position by its own gravity, and the link is confined in the draw-head. A strain on the link

will draw the pin up against the shoulders *c'* *d'*, but the link can not be released without raising the pin. If the draw-pin cannot be raised, the cars have to be brought so close together that the draw-heads touch each other, and then the pin can be turned back in the slots *c d* far enough to release the link. This operation, however, would be very tiresome, and I have therefore provided the means to raise the draw-pin to such a height that it releases the link. In order to effect this purpose, I have provided the draw-pin B with a slot, *e*, and through this slot passes the fulcrum-pin *b*, as clearly shown in Fig. 1 of the drawings.

When it is desired to uncouple two cars or to release the link, the draw-pin is raised until its point clears the link, and as soon as the link has passed out of the draw-head the pin is dropped and the draw-head is again in proper position for coupling.

In practice the cavity in the draw-head ought to be made so low that the link will be held in a horizontal position, or nearly so, and the entrance or mouth of the draw-head should be more flaring than it is generally.

The shape of the draw-pin is immaterial, and it can be made either as shown in Fig. 1 or as shown in Fig. 3 or Fig. 4. It is flat and somewhat wider at the top than at the its lower part, and it is provided with one or two shoulders, as clearly shown in the drawings.

This coupling is very cheap in its construction, and it is simple and perfectly sure in its operation, and in uncoupling it can be operated precisely in the same manner as an ordinary car-coupling.

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

The combination of the draw-pin B, when slotted and otherwise constructed as herein shown and described, with the slotted draw-head A, all the parts operating together, as set forth.

JAMES M. GOW.

Witnesses:

J. W. VELIE,  
ALEX. M. GOW.