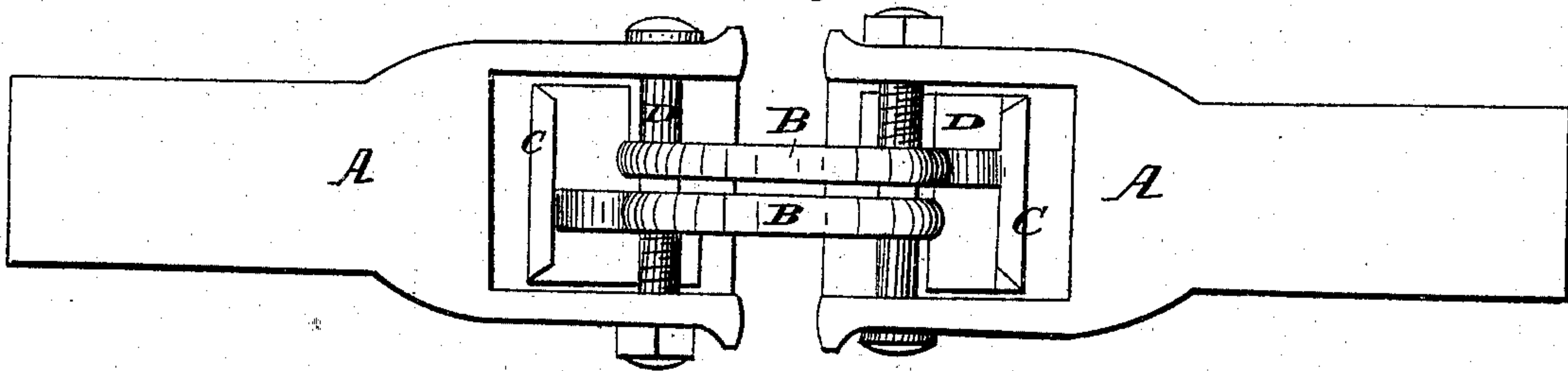


J. H. JONES.  
Car Coupling.

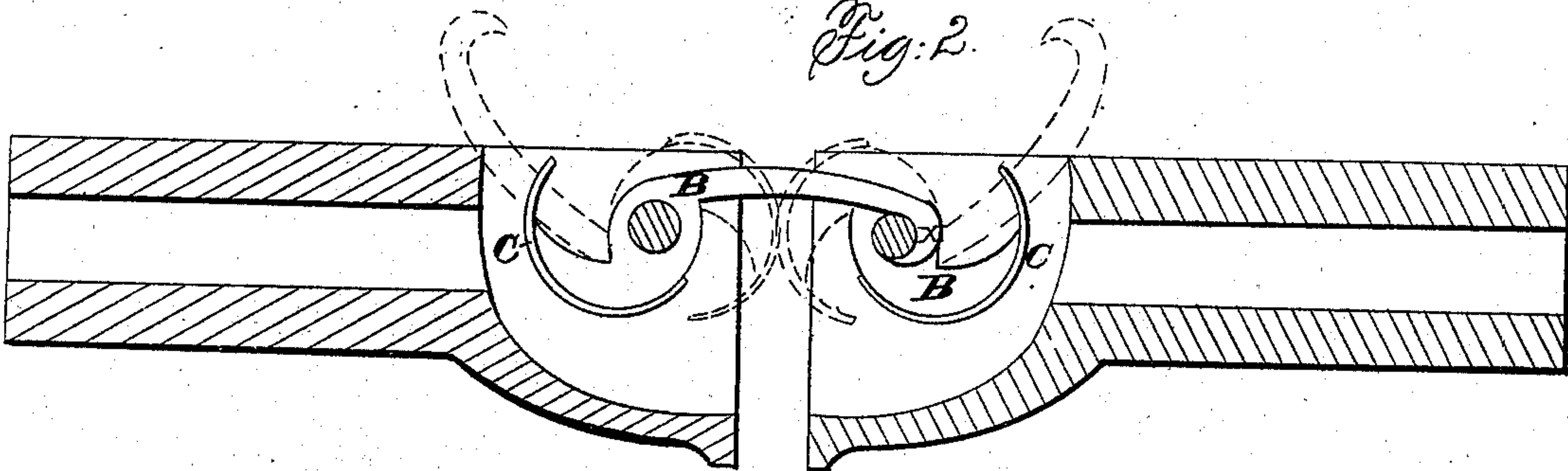
No. 67,767.

Patented Aug. 13, 1867.

*Fig. 1.*



*Fig. 2.*



*Witnesses*

*J. P. Stockbridge*  
*A. N. Mearns*

*Inventor*

*James H. Jones*  
*per*  
*Alexander Mason*  
*att'y*

# United States Patent Office.

JAMES H. JONES, OF WILLIAMSPORT, PENNSYLVANIA.

*Letters Patent No. 67,767, dated August 13, 1867.*

## IMPROVED CAR-COUPLING.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, JAMES H. JONES, of Williamsport, in the county of Lycoming, and in the State of Pennsylvania, have invented certain new and useful improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the annexed drawings, making part of this specification, A A represent the two draw-heads of two cars, which are to be coupled, which may be made in the usual or common way, except, instead of being closed, they are open on their upper sides, as represented. Passing crosswise of the draw-heads, at their mouths, are bolts D D. B B represent hooks, which are made in the form represented. These hooks are provided, back of their centres, with holes, through which the bolts D D pass. Each hook is provided, at its inner or rear end, with a curved piece of thick sheet metal, C, which is made nearly as wide as the opening or mouth of the draw-head. The hooks B B partially revolve around or upon the bolts D D.

When cars are to be coupled, the hooked ends of the hooks are raised as represented in red lines, fig. 2, the back portion of the hook falling against the back of the opening in the draw-head. When the two cars are brought together the inner ends of the hooks, provided with the curved pieces C, which stand out a little beyond the mouths of the draw-heads, strike, and, being forced beneath the bolts D, the hooked ends *x x* fall and catch upon or over the bolts D. The hook of each draw-head catches the bolt of the opposite draw-head, thus securely connecting the cars by two hooks.

To disengage the cars, the hooks are raised so as to free the bolts, and this may be done either by the hand of the operator or by means of a cord or a pole from the top of the car.

In case the cars are thrown from the track and upset, the hooks, by the twist, disengage from the bolts, and thus prevent injury to the adjacent cars.

It will readily be seen that the cars may have any required lateral or vertical play without danger of disengaging the hooks, and thus uncoupling the cars.

I am aware that a patent has been granted to Lacy and Watkins, in which hooks are used for coupling the cars together, and that hooks of themselves are not new in this connection; but it will be seen that, by my arrangement and construction, I have materially improved that of Lacy and Watkins. In their coupler the hooks must strike into a narrow opening or slot when the cars are to be coupled, and unless they strike precisely, the cars will not couple, for the hooks will not catch. My hooks strike into an open draw-head, and when they fall, will of necessity catch upon the pins or bolts, whether the cars are of the same height or not, or whether they are in direct line or not.

The hooks catching into a draw-head open at its top, and of sufficient width to insure their catching, under all ordinary circumstances, and playing freely upon the bolts D, are enabled to twist out and uncouple when the cars tip over or assume unnatural positions by running from the track. The metallic plates C, being broad, cannot fail to strike each other when they approach, and will throw the hooks down with great certainty.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The draw-heads A A, having their upper sides open, when used in combination with the hooks B B, bolts D D, and the curved metallic plates C C, arranged and operating as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 30th day of May, 1867.

JAMES H. JONES.

Witnesses:

C. M. ALEXANDER,  
J. M. MASON.