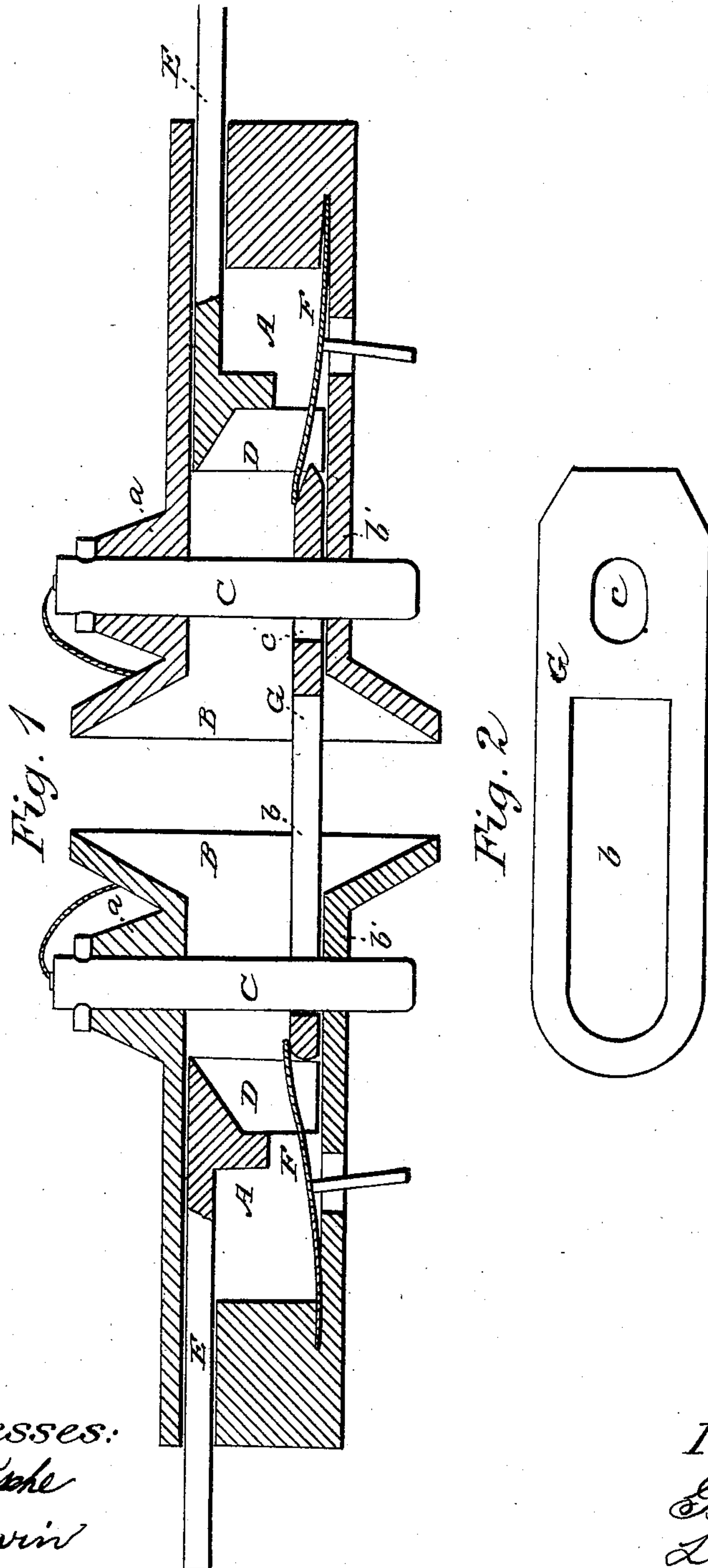


JONES & BOYCE

Car Coupling.

No. 102,271.

Patented April 26, 1870.



Witnesses:
Theo. Tuttle
Wm. Brewin

Inventor:
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GEORGE H. JONES AND LOUIS D. BOYCE, OF ROCHESTER, NEW YORK.

Letters Patent No. 102,271, dated April 26, 1870.

IMPROVEMENT IN CAR-COUPPLINGS.

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

To all whom it may concern:

Be it known that we, GEORGE H. JONES and LOUIS D. BOYCE, of Rochester, in the county of Monroe and State of New York, have invented a new and improved Car-Coupling; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in art to make and use the same, reference being had to the accompanying drawings forming part of this specification.

This invention consists in a novel construction of the link of the coupling, and the application of springs and slides to the latter, together with proper supports for the coupling-pins, as hereinafter fully shown and described, whereby the link is held in proper position for coupling when inserted in either draw-head, and the latter preserved from jars and concussions.

In the accompanying sheet of drawings—

Figure 1 is a side sectional view of our invention, the plane of section passing through the center.

Figure 2, a detached plan or top view of the link.

Similar letters of reference indicate corresponding parts.

A A represent the draw-heads attached to the ends of the adjoining cars.

Each draw-head is provided with a flaring mouth, B, and directly behind each mouth, at the top of the draw-heads, there is a protuberance or upright projection, *a*, perforated centrally to allow the coupling-pins C to pass through, said pins passing through circular openings *b* in the bottom plates of the draw-heads.

The projections *a* serve as supports for the pins C, and afford them a good bearing, as will be readily seen by referring to fig. 1.

D D represent slides which are fitted in the draw-

heads A A, one in each, and are provided with bars E E, which extend through the rear of the draw-heads, and are connected with springs arranged in any proper manner.

To the rear end of each draw-head there is secured a spring, F.

The springs bear upon the link or shackle G, and serve to keep the latter in a horizontal position when secured in either draw-head alone. This insures the entrance of the link or shackle when secured in one draw-head only into an adjoining empty draw-head, and said springs do not interfere in the least with the movement of the link or shackle in the draw-head in which the long loop *b* of the link or shackle is fitted.

The pin C of one draw-head passes through the loop *b* of the link or shackle, and the pin C of the other draw-head passes through an eye, *c*, of the link or shackle, so that the movement of the latter, in the event of two cars jamming or pressing toward each other, takes place in the draw-head in which the loop or shackle is fitted, the slide D yielding or giving under the pressure of the link or shackle. By this arrangement unpleasant jars and concussions are avoided.

We claim as new and desire to secure by Letters Patent—

The arrangement within the draw-head A of the buffing-slide D, with its guide-bar E, and the spring F so applied as to bear directly upon the link G, in order to retain the same in a horizontal position, as and for the purpose herein described and represented.

GEORGE H. JONES.
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Witnesses:

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