

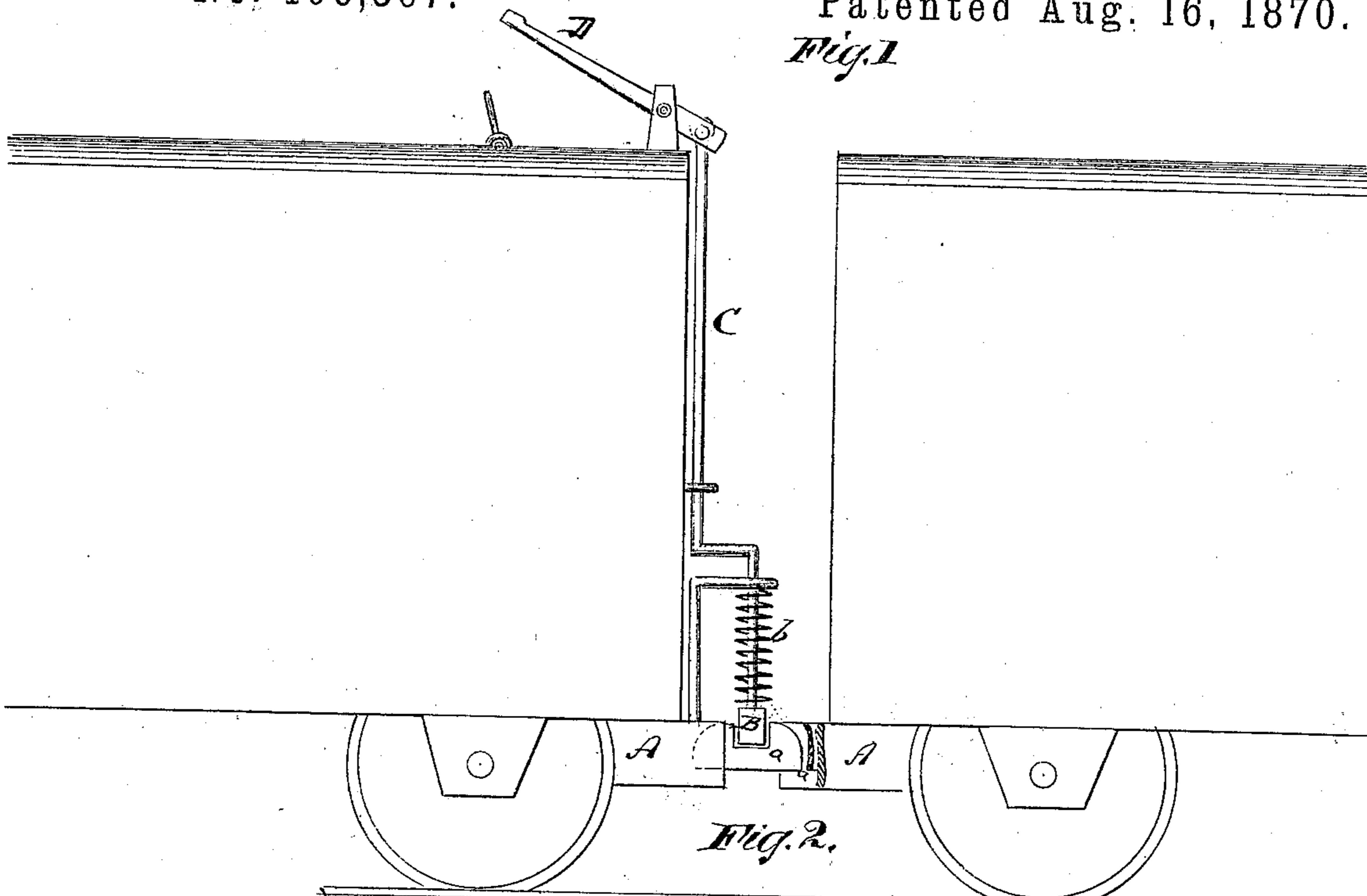
J. H. JOHNSON.

Car Coupling.

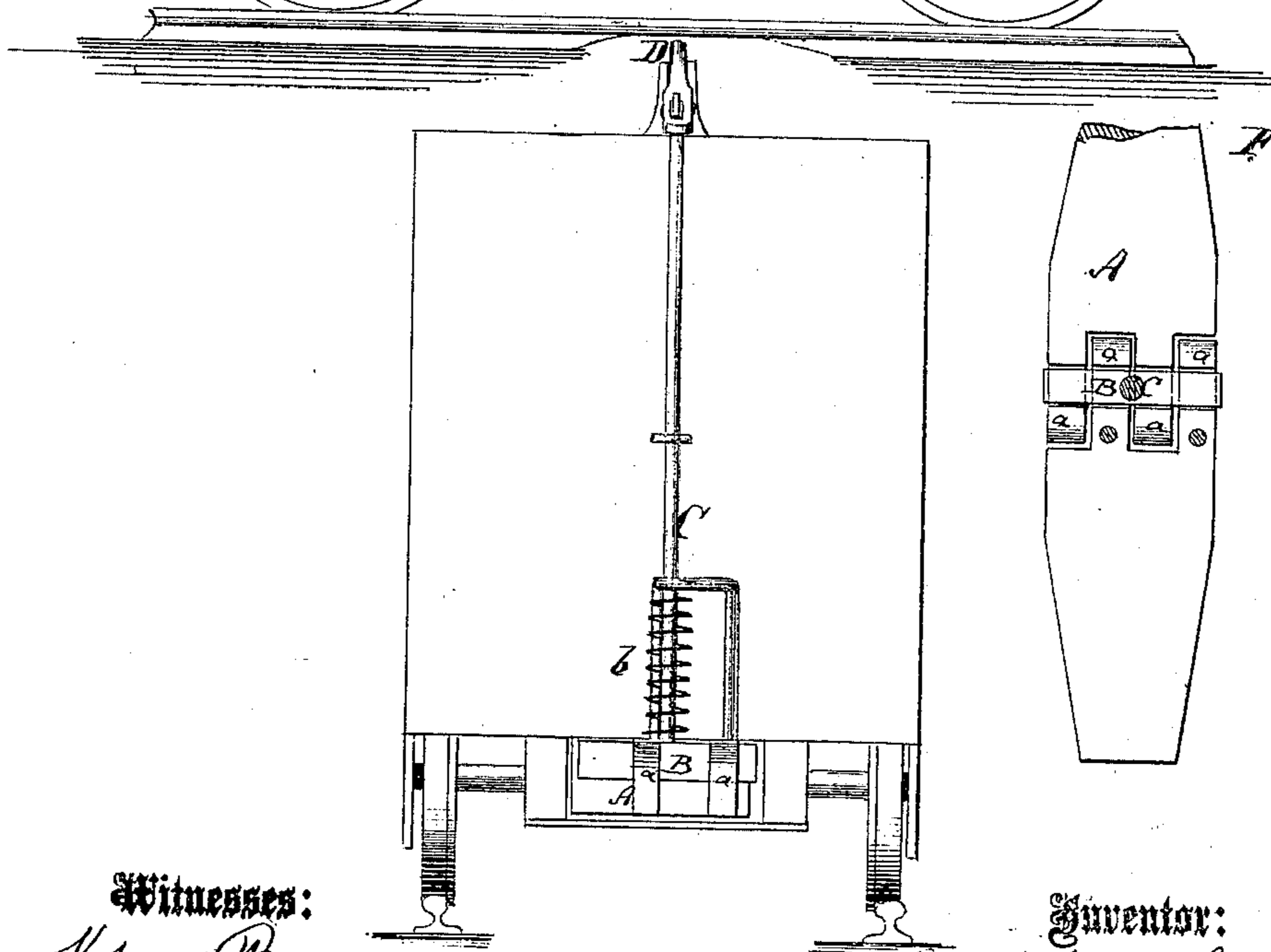
No. 106,367.

Patented Aug. 16, 1870.

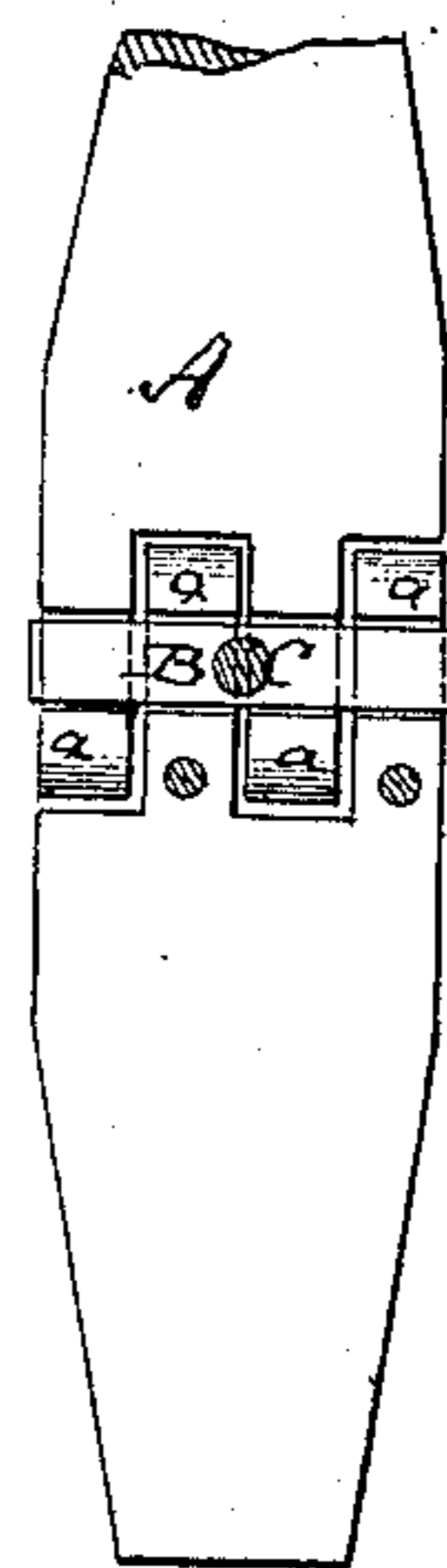
*Fig. 1*



*Fig. 2.*



*Fig. 3*



Witnesses:

*John. Beecher*  
*Geo. W. Maber*

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# United States Patent Office.

JOHN H. JOHNSON, OF DRESDEN, MISSOURI.

*Letters Patent No. 106,367, dated August 16, 1870.*

## IMPROVEMENT IN RAILWAY 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, JOHN H. JOHNSON, of Dresden, in the county of Pettis and State of Missouri, have invented a new and improved Car-Coupling; 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 make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 represents a side view, partly in section, of my improved car-coupling.

Figure 2 is a front view of the same.

Figure 3 is a detail plan or top view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a coupling for railroad cars whereby the inconvenient links and the necessity of handling the same can be dispensed with.

The invention consists in making the coupling-boxes or main draw-heads serve the purposes of links, so that those of the two cars can be locked together by means of a horizontal coupling-pin dropped in from above.

The invention consists, also, in the use of the said horizontal pin, which is secured to a vertical slide and held down in the notched draw-heads by means of a spring, so that it cannot be thrown out by the jar and motion of the cars.

A, in the drawing, represents the coupling-box or draw-head of a railroad car.

The same is secured to the car by suitable means, and may have springs interposed between it and the frame-work of the car, to be made elastic.

The outer end of the draw-head has two or more forward-projecting ears, *a a*, which are transversely

grooved or notched on their upper sides, and rounded at their ends, as shown.

The ears *a*, on the two draw-heads of two cars, will, when said cars are pushed together, fit alongside each other in the manner clearly shown in fig. 3, so that the notches in their upper edges constitute one single continuous groove.

B is the coupling-pin suspended in a horizontal position from the lower end of a vertical bar, C.

This pin, when let down into the groove that is formed by the arms *a*, serves to lock the draw-heads of the two cars together, and to complete the coupling.

A spring, *b*, presses upon the pin B, and holds it down within the groove;

When the cars are pushed together, the arms *a* will fit between each other like fingers of opposite hands, and will automatically form the groove into which the pin B will drop of its own accord.

For uncoupling, the pin is elevated by means of a suitable lever, D, attached to the bar C.

Having thus described my invention,

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

1. The coupling-pin B, in combination with the grooved or notched ears *a* of the draw-heads A, as and for the purpose specified.

2. The coupling-pin B, combined with the spring *b*, and with the notched ears *a* of the draw-heads, for the purpose of operating substantially as herein shown and described.

JOHN H. JOHNSON.

Witnesses:

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