

J. D. GRAY.
Car-Coupling.

No. 226,742.

Patented April 20, 1880.

Fig. 1.

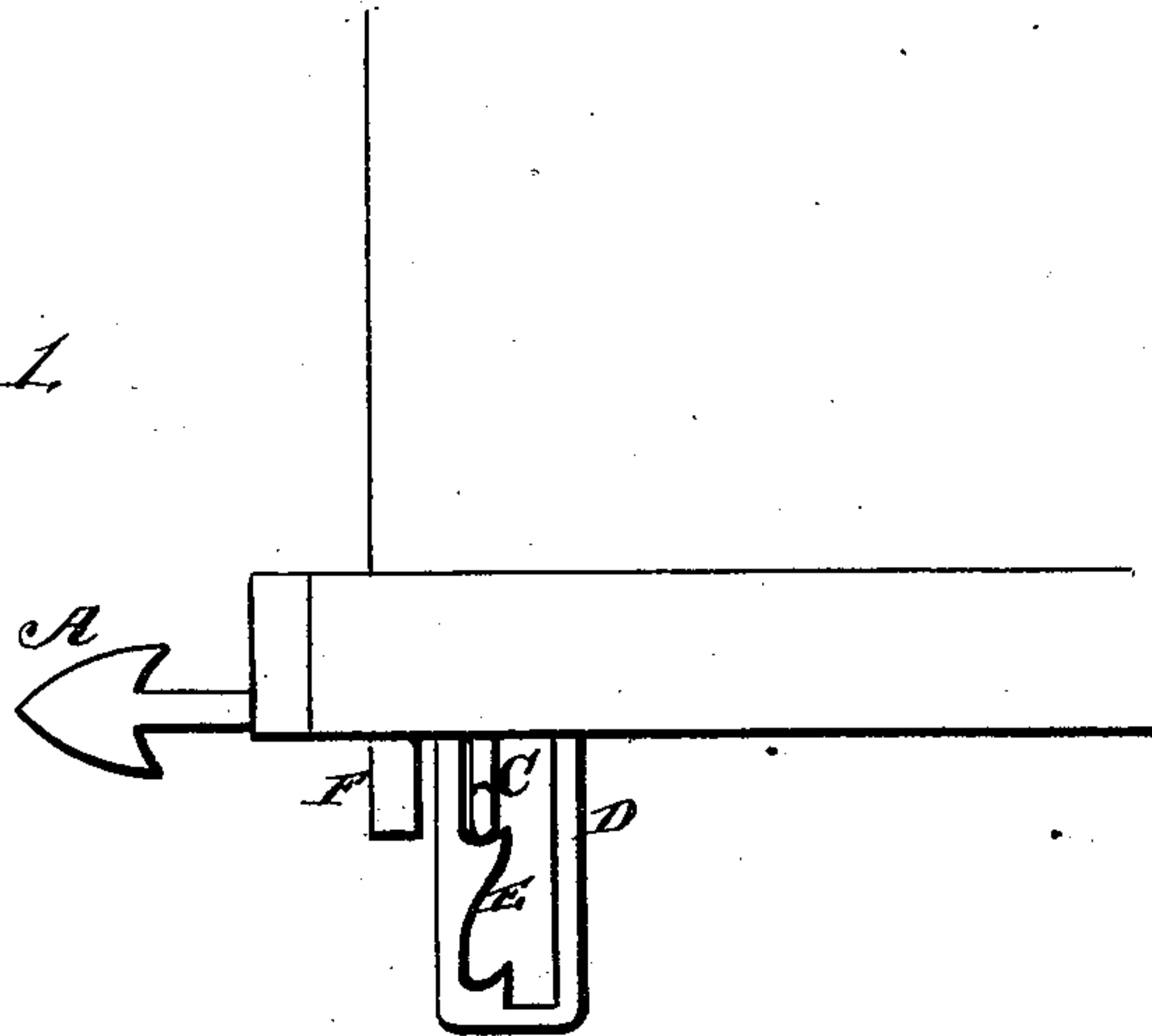
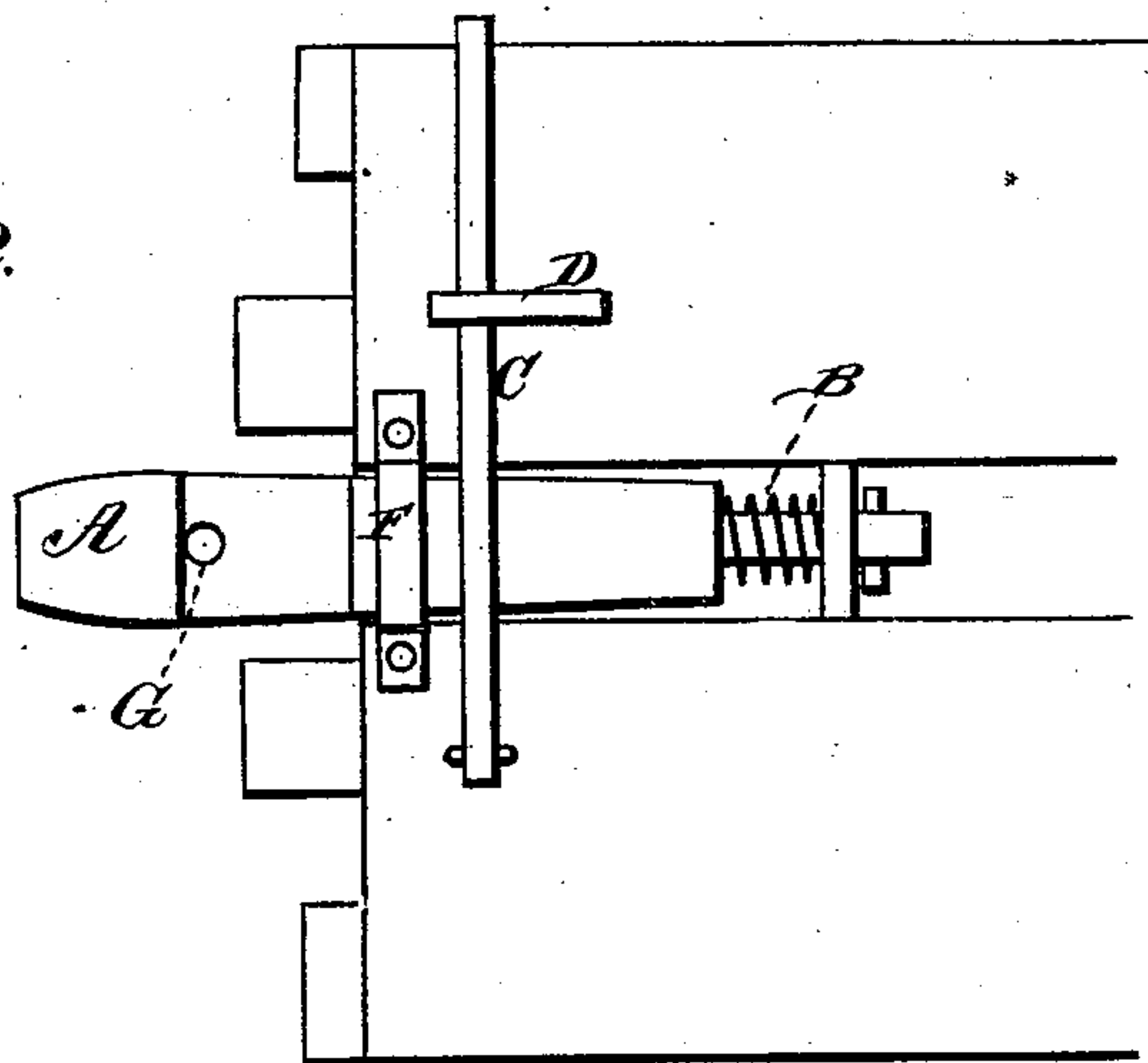


Fig. 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN D. GRAY, OF CYPRESS, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 226,742, dated April 20, 1880.

Application filed November 15, 1879.

To all whom it may concern:

Be it known that I, JOHN D. GRAY, of Cypress, in the county of Harris and State of Texas, have invented certain new and useful
5 Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this
10 specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation of my car-coupling, and Fig. 2 is a plan view of the same.

15 My invention relates to draw-heads for car-couplings; and it consists in the construction and arrangement of arrow-shaped draw-heads and lever-bars adjustable upon rack-bars for the purpose of raising or lowering the draw-
20 heads, as herein set forth and claimed.

In the drawings, A designates the arrow-shaped draw-head, and B the usual spring at its rearend. This draw-head is adapted to be raised by means of a pivoted lever-bar, C, which works
25 through a slot formed in a bar, D, secured to the under side of the frame of the car. At one side of the slot is a rack, E, so that the lever may be adjusted in position in the slot.

In coupling two draw-heads of the above
30 construction they will be raised in proper position by the levers, which are then adjusted

upon the racks. To uncouple, simply lower one of the levers, when one of the draw-heads will fall by its own gravity, and thus disengage itself from the other draw-head.

F designates a strap, which prevents the draw-head from dropping down too far.

The draw-head may be tilted upon pivot-pins passed into slotted portions thereof, or it may be arranged to work in any other suitable way.

The object of my improvement is extreme simplicity, strength, and cheapness in the construction of draw-heads.

It will be noticed that I form the draw-head 45 with a hole, G, so that in some cases the head may be connected with hollow buffers of cars, a pin passing through the buffer and draw-head to couple them together.

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

The arrow-shaped draw-head A, the pivoted lever C, slotted bar D, with rack E, and the strap F, all constructed and arranged as herein shown and described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN DECALBE GRAY.

Witnesses:

FRITZ MUELLER,
ED. BOESCH.