(No Model.)

S. R. JONES.

CAR COUPLING.

No. 282,732. Patented Aug. 7, 1883.

Fig. 1.

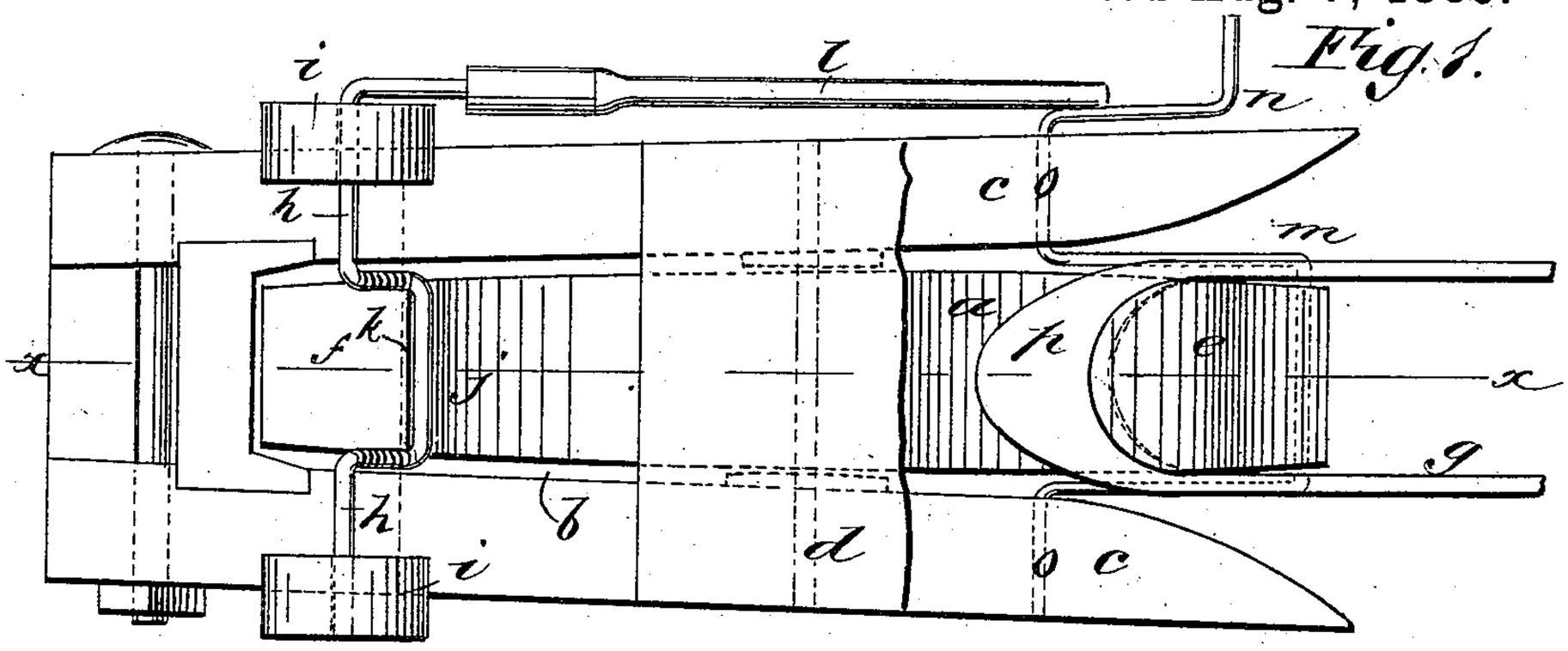


Fig. 2.

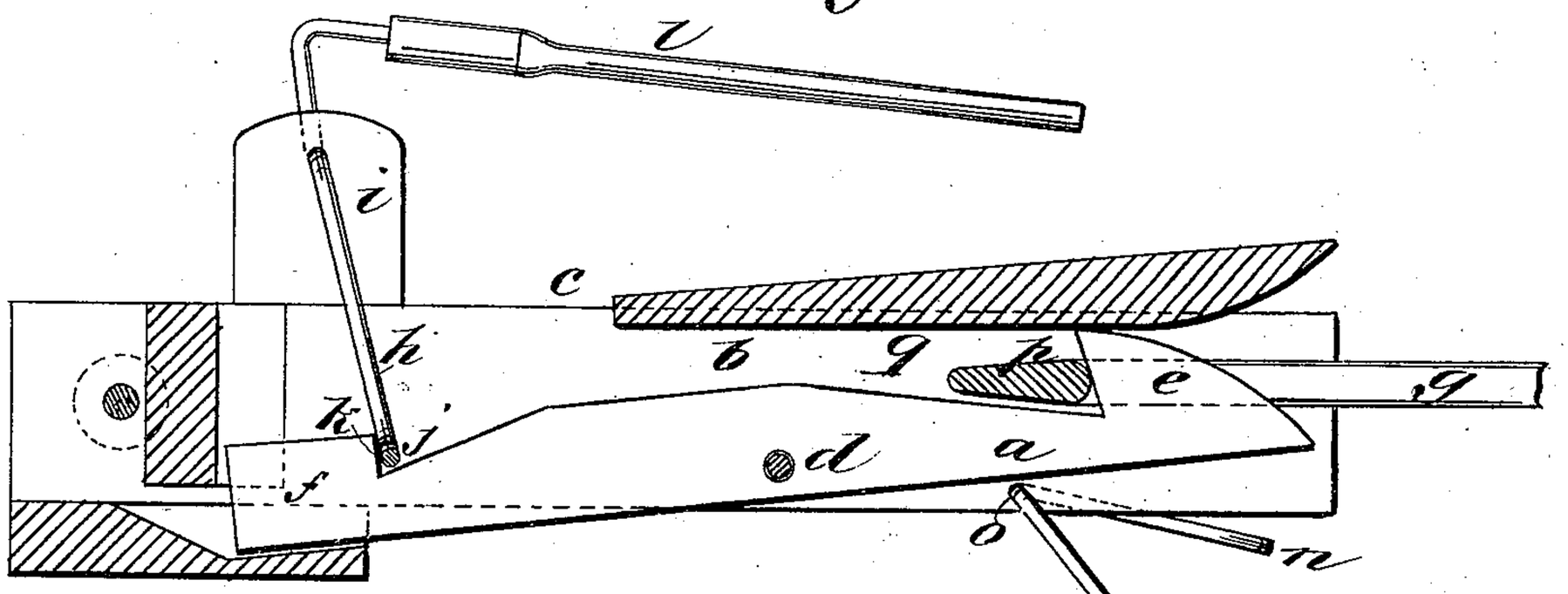
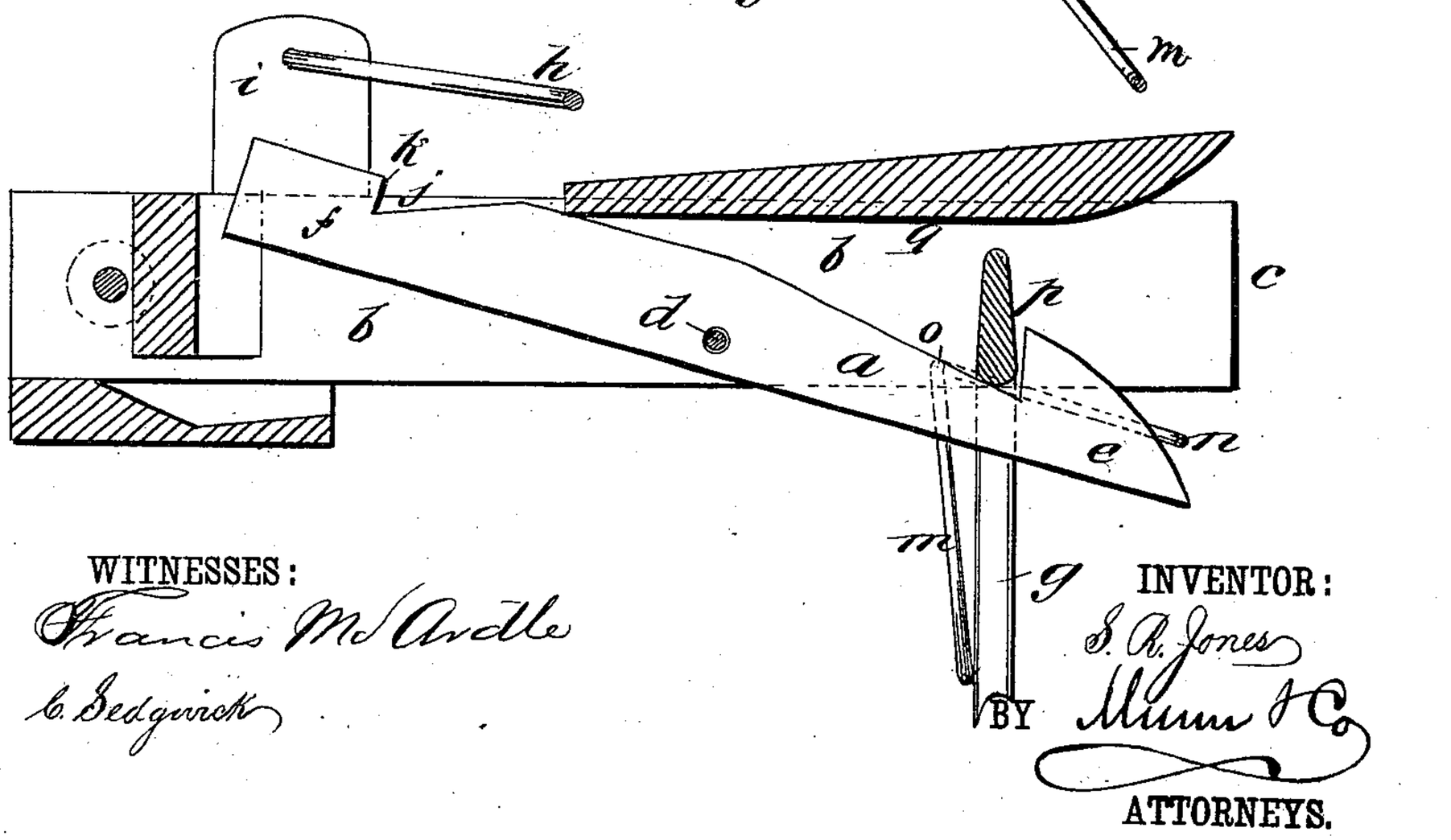


Fig. 3.



WITNESSES:

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SQUIRE RICHARD JONES, OF LACON, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 282,732, dated August 7, 1883.

Application filed May 25, 1883. (No model.)

To all whom it may concern:

Be it known that I, SQUIRE RICHARD JONES, of Lacon, in the county of Marshall and State of Illinois, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

My invention consists of a hook-coupler located in the draw-bar, and arranged to swing down to open for receiving the link, and provided with a crank device to be thrown down by the shock of the cars when they come together, or by hand to raise said hook and engage the link; also, of a crank device for raising the link for coupling to higher cars, and also of an improvement in the construction of the link for greater strength, and for enabling it to be held up by the hook for self-coupling, all as hereinafter fully described.

Reference is to be had to the accompanying drawings forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my improved coupling with a part broken out. Fig. 2 is a section on line *x x* of Fig. 1, showing the link engaged with the hook, as when the cars are coupled. Fig. 3 is a similar section showing the hook down and the link hanging from it, as when uncoupled.

I arrange a coupling-hook, *a*, in the socket *b* of the draw-bar *c* on a pivot, *d*, the head *e* of the hook being a little back of the end of the draw-bar, and the other end, *f*, extending a suitable distance back of the pivot *d*, to serve as a lever for raising and holding up the hook when it has engaged the link *g*, by a crank-rod, *h*, pivoted in the supports *i*, extending up from the draw-bar a suitable distance at each side. The lever end *f* of the hook has a notch, *j*, for the cranked rod *h* to swing into, and a shoulder, *k*, which is a stop for the cranked rod to rest against to be kept in position by the weight of the lever *l*, that is employed for raising up the rod *h* when it is wanted to uncouple the cars. This cranked rod may be raised from the top of the car, if desired, by means of a cord connected to the lever *l*, and extended up to and made fast in any position where it may be reached conveniently. Near the front end of the draw-bar I have arranged a cranked link-lifter, *m*, to be swung up, when required, by the crank *n* for holding up the link when it is desired to couple with cars that are higher than the one having the link, said lifter being a cranked rod pivoted in the lower part of the draw-bar at *o*, and swinging up clear of the head of the coupling-hook *e* when it is to be used for raising the link.

To make the link wider between the bars than ordinary links, in order that a wide and strong hook may be used, and at the same time to make the links stronger in the ends, where they break more than elsewhere, I make a wide flat end, *p*, to each end of the link, which, besides making the link much stronger, serves to hold the link up sufficiently to couple with low cars by bearing at the extreme end against the under side of the cover *q* of the hook and link socket.

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

1. The combination, in a car-coupling, of the coupling-hook *a* and links *g* with the draw-bar *c*, having socket *b*, said link having a broad flat end, *p*, substantially as described.

2. The combination of the link-lifter *m* with the link *g*, having broad flat end *p*, the cranked hook raiser and holder *h*, having the lever *l*, and the coupling-hook *a*, arranged in the socket *b* of the draw-bar *c*, substantially as described.

SQUIRE RICHARD JONES.

Witnesses:

FRANK J. SPRECK,

PETER PETERS.