

(No Model.)

G. T. JOBSON.

CAR COUPLING.

No. 296,575.

Patented Apr. 8, 1884.

FIG. 1.

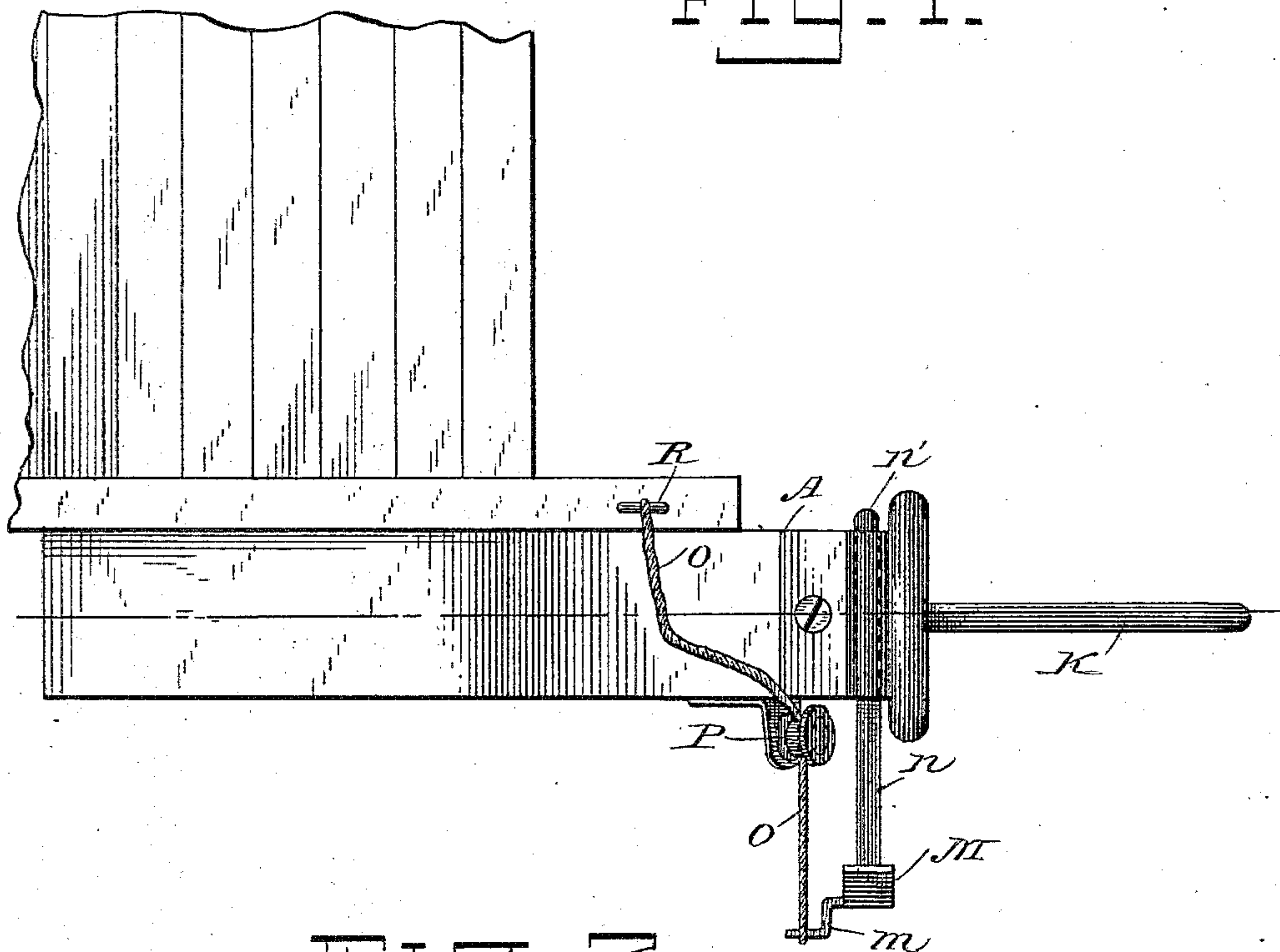


FIG. 2.

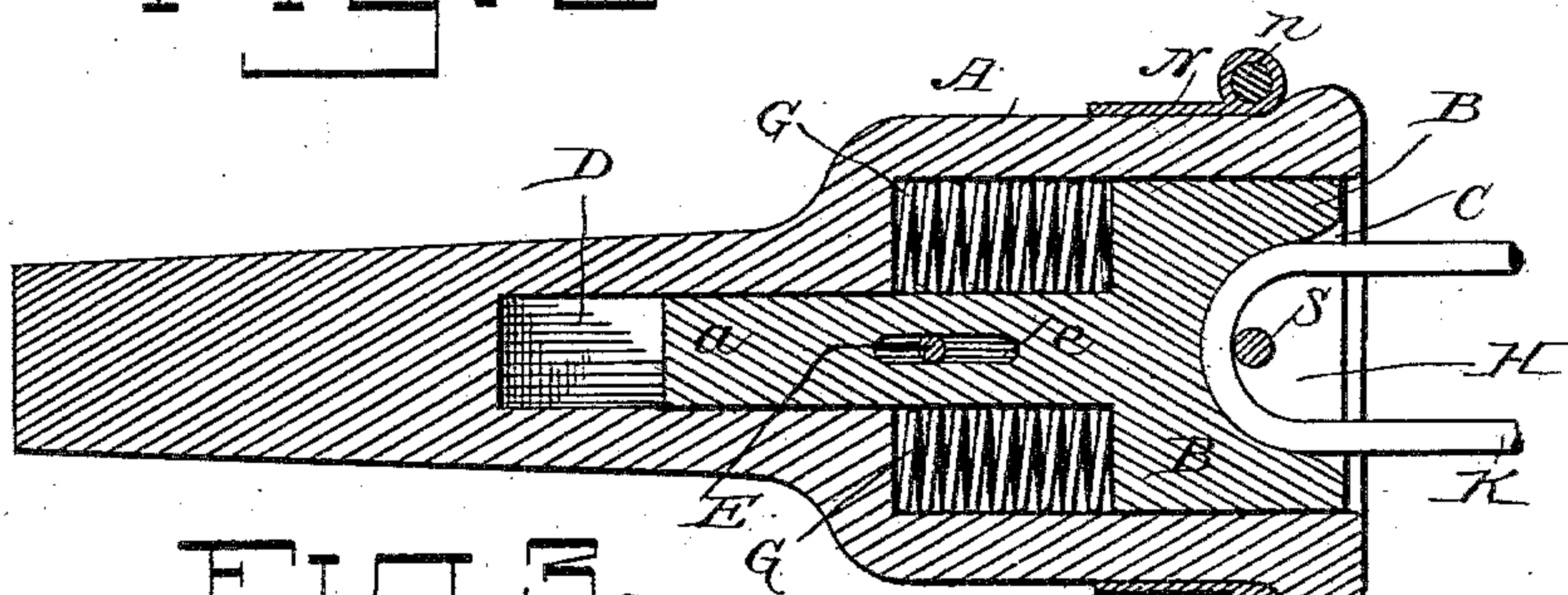
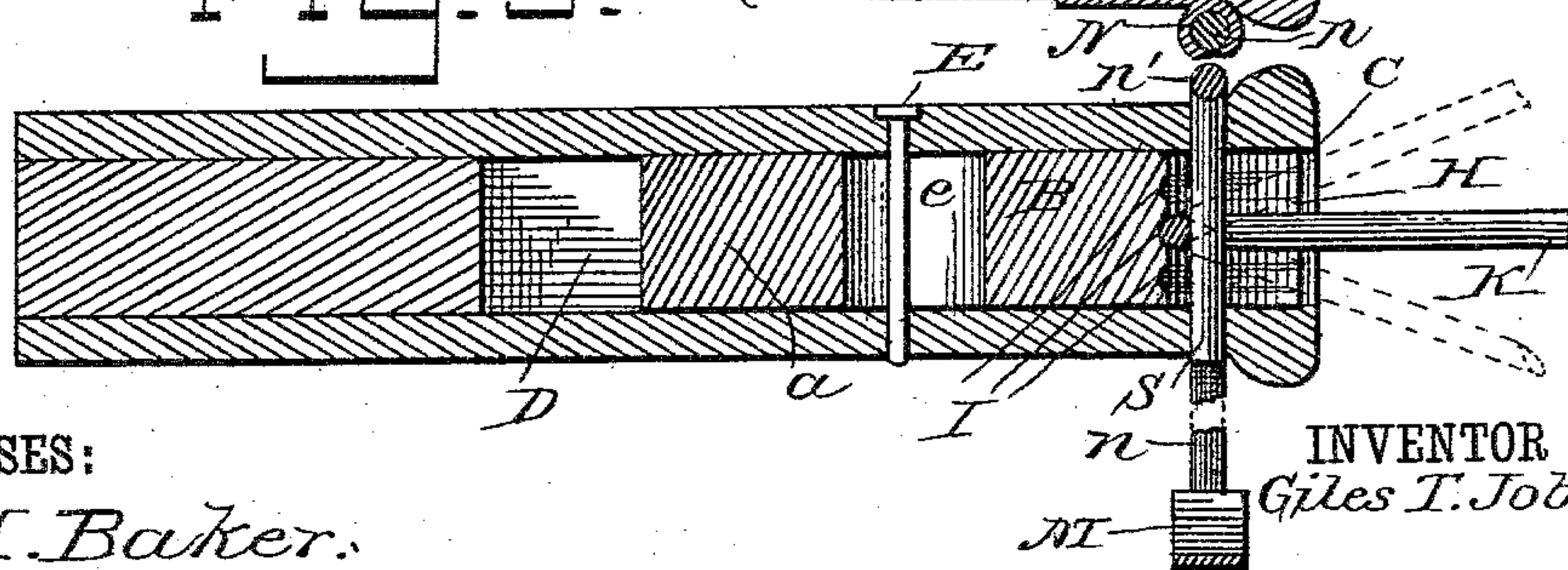


FIG. 3.



WITNESSES:

Chas H. Baker.

Frank Cadmus.

INVENTOR

Giles T. Jobson

BY

J. A. Eunis
ATTORNEY

UNITED STATES PATENT OFFICE.

GILES T. JOBSON, OF AUGUSTA, GEORGIA, ASSIGNOR OF ONE-HALF TO
JOHN M. HAYS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 296,575, dated April 8, 1884.

Application filed February 13, 1884. (No model.)

To all whom it may concern:

Be it known that I, GILES T. JOBSON, a citizen of the United States, residing at Augusta, in the county of Richmond and State of Georgia, have invented certain new and useful Improvements in Automatic Car Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention has relation to that class of car-couplers in which a rectangular frame encompasses the draw-head and is held in a raised position to support the coupling-pin by a slide within said draw-head, which is operated by spiral springs.

The object of the invention is to provide a device whereby the cars may be coupled and uncoupled without the necessity of going between them or otherwise endangering life or limb; and to these ends the novelty consists in the construction of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings similar letters of reference indicate the same parts of the invention.

Figure 1 is a side elevation of the end of a car with my improved coupler applied thereto. Fig. 2 is a longitudinal section on the line xx , and Fig. 3 is a vertical longitudinal section of the same.

A is the draw-head, and is secured to the car in the usual manner.

B is a T-shaped slide, the head of which works in a recess, C, in draw-head and the shank or tongue a in the slot D, which is a narrowed continuation of the recess C.

E is a pin passing vertically through the draw-head and through a slot, e , in the tongue a , whereby the play of the slide B is limited.

G G are spiral springs located in the recess C, one on each side of the tongue a , and normally press the slide B forward. The face of the slide B is provided with a vertical semi-circular recess, H, and it is divided into a series of small horizontal grooves, I, into which fits the end of the link K.

N N are strap-guides, located one on each side of the draw-head, and through them pass parallel vertical rods nn , connected at their tops by rod n' , and at their lower ends by cross-bar M, from the center of which projects an arm, m , and to this arm is secured

one end of a chain or cord, O, passing upward over the pulley-sheave, and secured to a staple, R, on the left side of the car. A similar cord or chain is connected in a similar manner to the other side of the car.

From the center of the rod n' depends a coupling-pin, S, passing vertically through the draw-head in the usual manner.

To set the device for coupling, the cord or chain is drawn out laterally. This raises the coupling-pin, and the slide B is pushed forward by the springs, so that the end of the coupling-pin rests upon the top of said slide and holds it in this position. When the link from the opposite car enters the recess H, it forces the slide B back, and the pin, being deprived of its support, falls by gravity, passes through the link, and secures it.

To uncouple the cars it is only necessary to raise the coupling-pin by drawing on the chains, which can be done from either side of the cars, and without the necessity of going between them.

When the link is on this car, and it is to be coupled with a similar car, the coupling-pin is raised and the link inserted in the recess H, with its end resting in one of the grooves I. The pin is then lowered and the pressure of the slide B on the link binds it against the pin with sufficient force to retain said link in a horizontal position, and if the draw-head on the car which it is to be coupled with should be higher or lower, the link may be elevated or depressed to correspond, as fully shown in dotted lines in Fig. 3.

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

The draw-head A, having recess C, slot D, pin E, strap-guides N N, and pulley P, in combination with the rods nn and n' , coupling-pin S, cross-bar M, and cord or chain O, and the slide B, having recess H, grooves I, and tongue a , having slot e , and the springs G G, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

GILES T. JOBSON.

Witnesses:

F. H. NEWBERY,
HENRY C. GOODRICH.