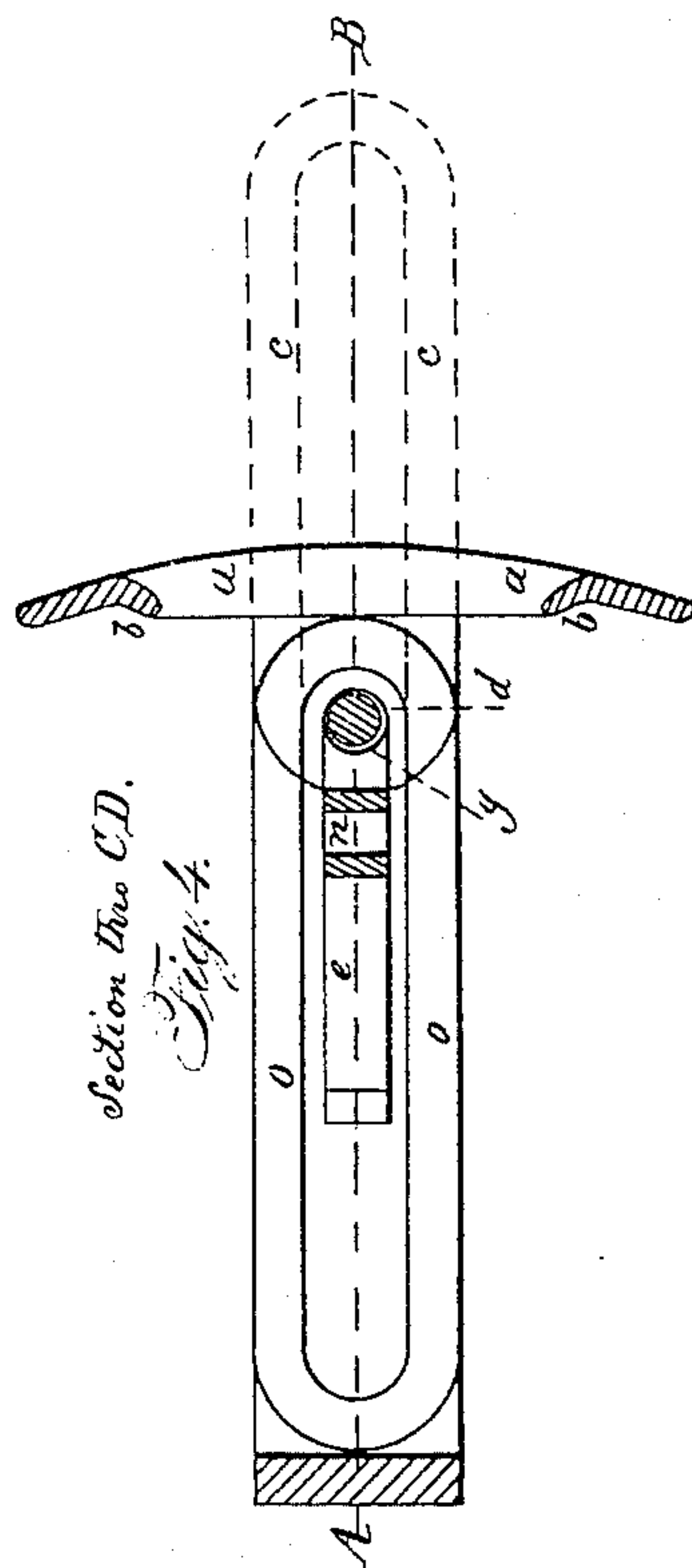
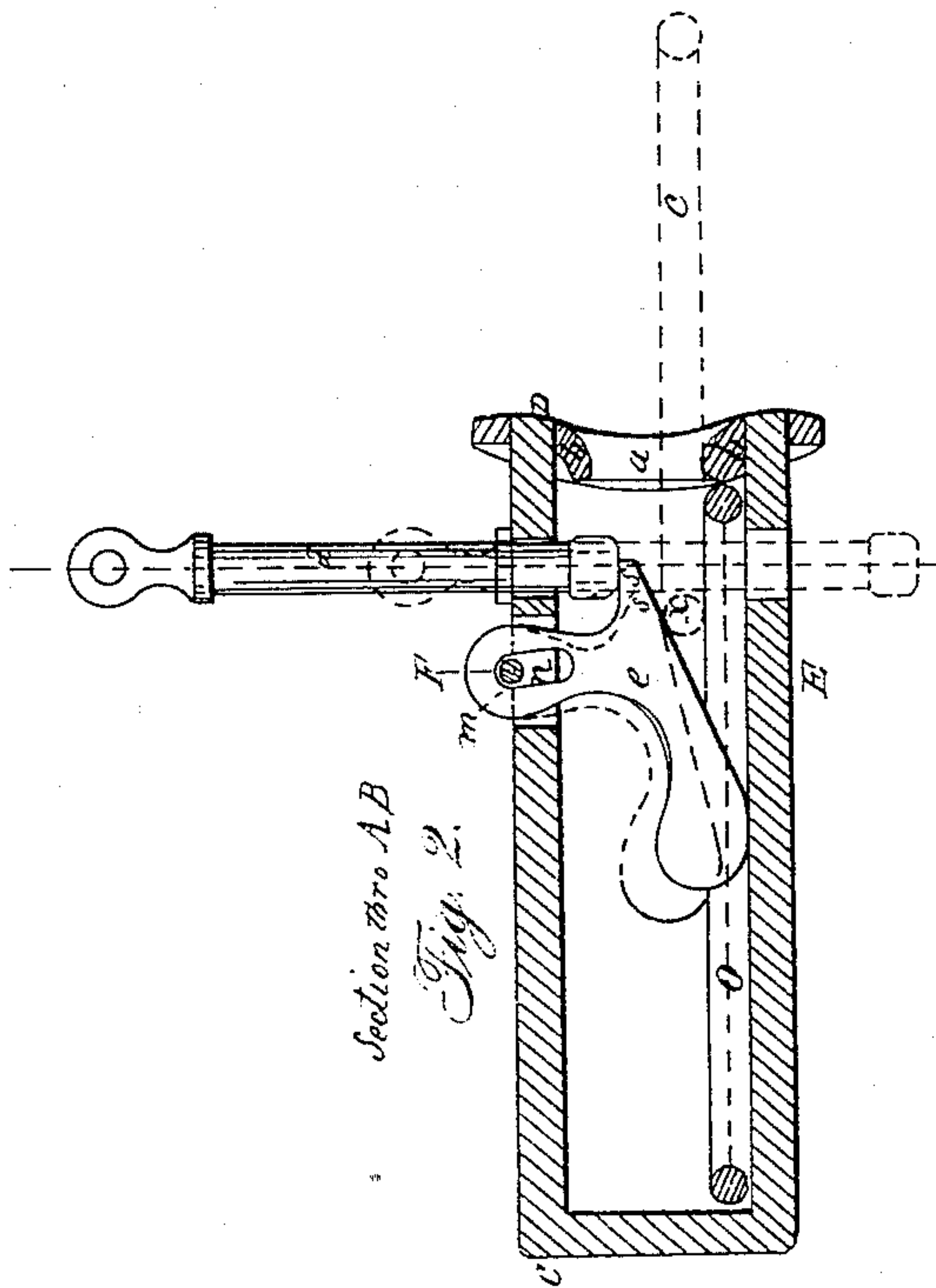
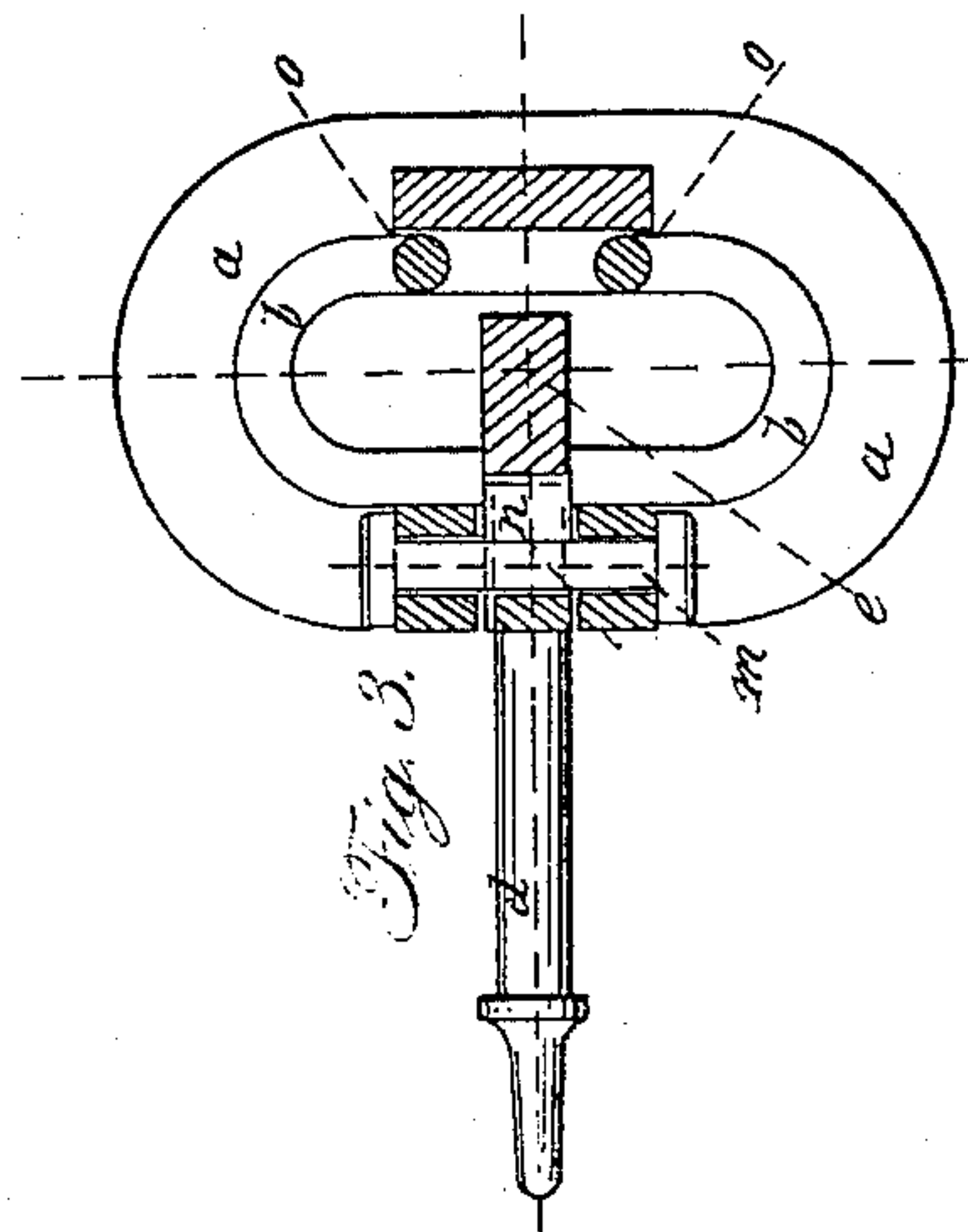
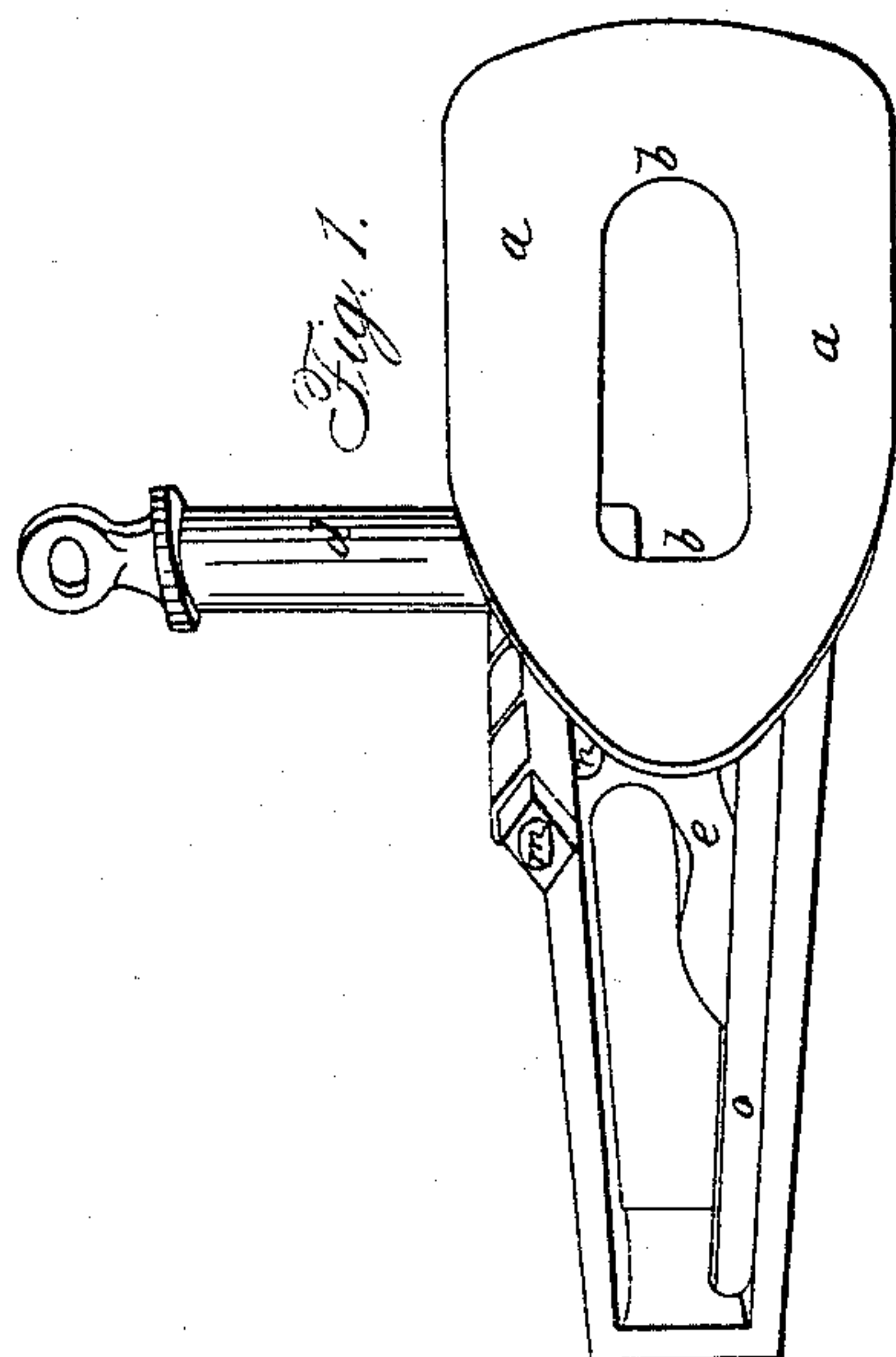


WILSON & LOUIS.

Car Coupling.

No. 61,296.

Patented Jan. 15, 1867.



Witnesses:

Geo. R. Cochran
Wm. W. Shaw

Inventor:

J. J. Wilson
J. J. Louis

United States Patent Office.

J. T. WILSON, OF EAST LIBERTY, AND T. J. LOUIS, OF PORT PERRY,
PENNSYLVANIA.

Letters Patent No. 61,296, dated January 15, 1867.

IMPROVED 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 we, J. T. WILSON, of East Liberty, county of Allegheny, and State of Pennsylvania, and T. J. LOUIS, of Port Perry, county and State aforesaid, have invented a new and improved Apparatus for Coupling Railroad and other Cars; and we 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 accompanying drawings, making a part of this specification, in which—

Figure I is a perspective view.

Figure II is a longitudinal section.

Figure III is a transverse section; and

Figure IV is a horizontal section—and to the letters of reference marked thereon, like letters referring to like parts of each.

The nature of our invention consists in the construction, combination, and arrangement of an automatic coupling-lever with other devices, so as to make a self-connecting car-coupling, at once new useful, durable, and practicable.

To enable others skilled in the art to make and use our invention, we will proceed to describe its construction and operation.

We construct the coupling-frame in any known form and of any known material, but usually employ wrought iron, particularly for the face-plate *a*. The inner edge of this face-plate we flange backwards, as at *b*, or construct it with a bevel or concave surface, so as to guide the connecting-link *c* through the draw-head under the draw-bolt *d*, and against the coupling-lever *e*. This coupling-lever *e* we construct of any known material, usually of wrought iron, of such size and weight as may be requisite, and hang it by a bolt, *m*, passing through a hole, or more commonly a slot, *n*, in its upper part, or by any other equivalent mechanical device, so as to give it a vertical as well as a swinging motion and secure its free action, even when, as is usually desirable, an extra connecting-link, *o*, is carried in the coupling-frame, and also to afford room for the connecting-link *c* to slide back into the coupling-frame, should it (the link) fail to enter the draw-head of the car with which a connection is desired, or in any other way strike a solid object, thus avoiding all danger of breaking the connecting-link or other part of the coupling device, when, for any cause, no connection is made. This lever *e* has a catch, *s*, Fig. II, which supports, previous to coupling, the draw-bolt *d*. The insertion of the connecting-link *c* forces backwards or upwards, or both, the coupling-lever *e*, as indicated by red lines in Figs. II and IV, releases the draw-bolt *d*, which falls through the connecting-link to its position, being guided, as it falls, by the concave or forked edge *g*, Fig. IV, of the catch *s*, so made for that purpose. The connecting-link being thus inserted to the place indicated in Fig. II, the weight of the coupling-lever *e*, resting on the inserted end, as at *x*, Fig. II, keeps it (the link) in a position horizontal, or nearly so, so as to cause it to enter and connect with the similarly constructed coupling of another car, substantially as above described, rendering it thus essentially self-connecting.

We do not claim any of the above-described devices as new, in themselves considered; but we claim—

In combination with the draw-bolt *d*, and the flanged or bevelled face-plate *b*, the coupling-lever *e*, when hung from the upper bar of the coupling-frame, so as to leave a free space for the reception of an extra link, *o*, and allow the connecting-link *c* to slide back into the coupling-frame, when necessary, the parts being constructed and arranged substantially as and for the purposes above described.

J. T. WILSON,
T. J. LOUIS.

Witnesses:

GEO. R. COCHRAN,
WM. W. SHAW.