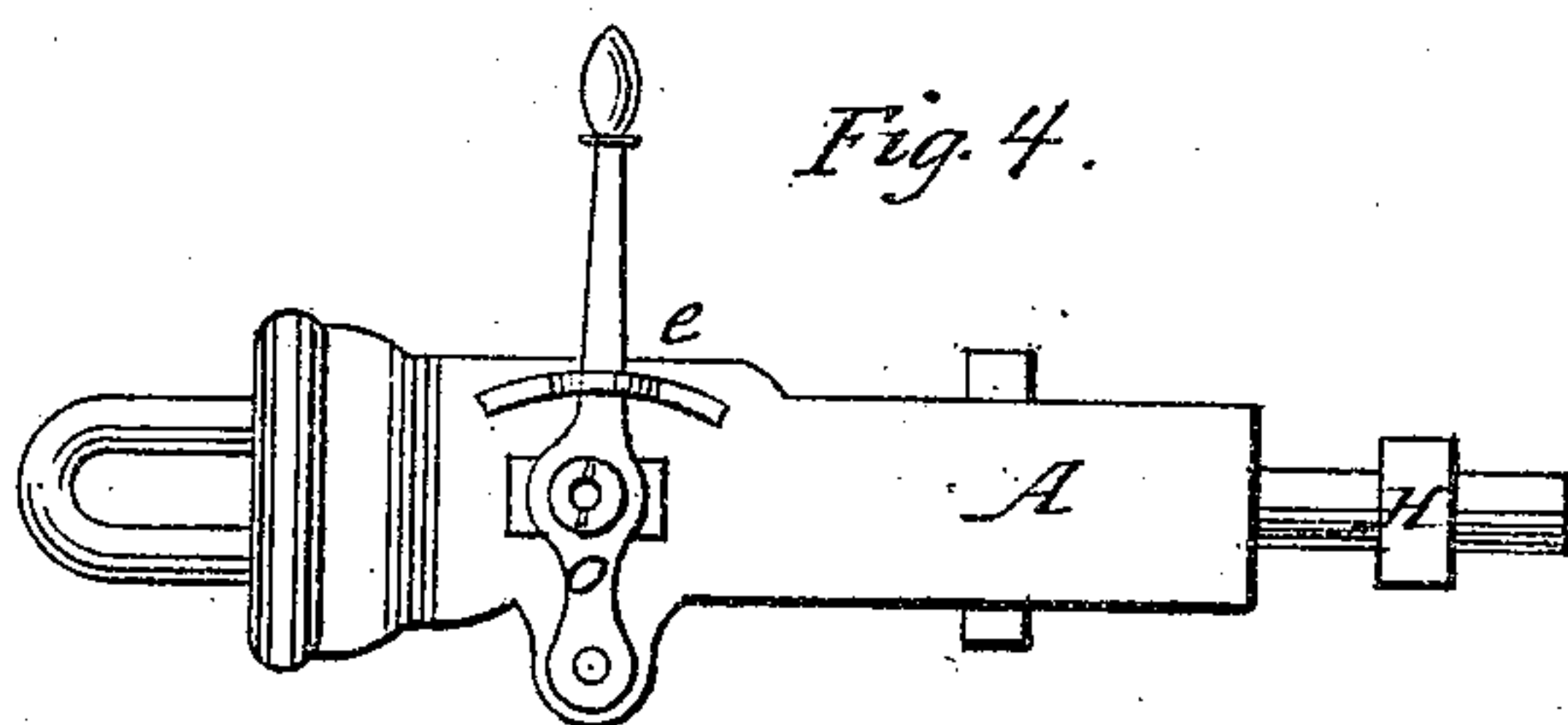
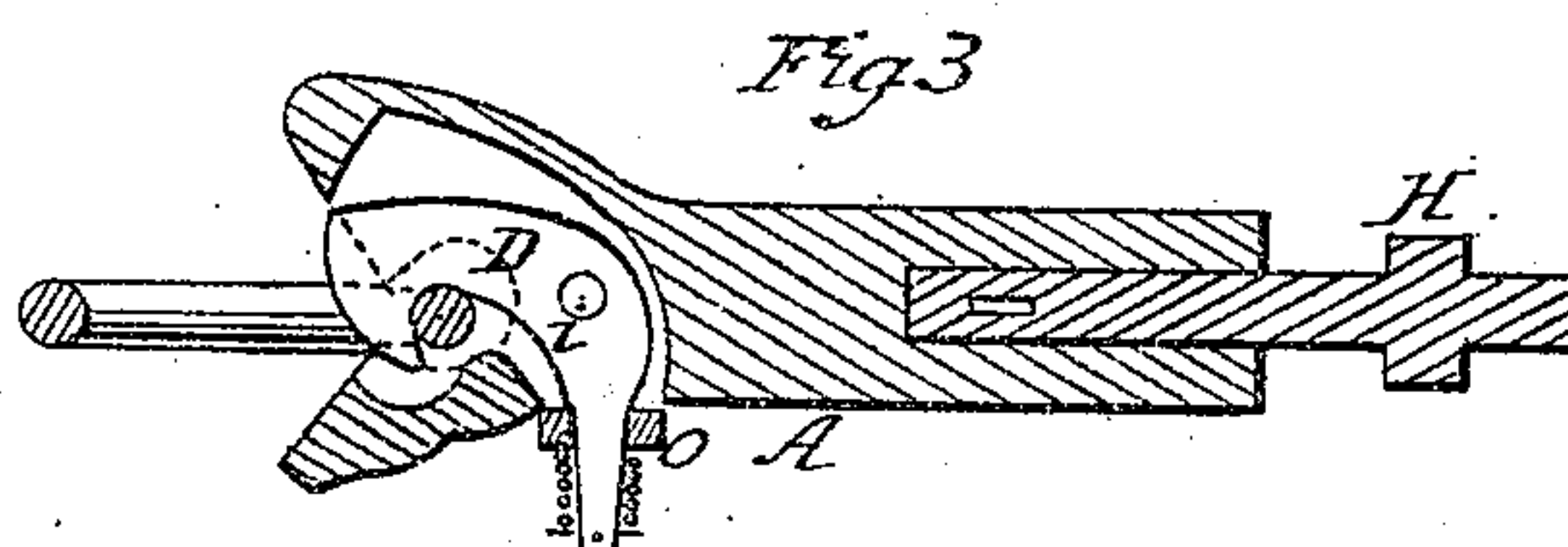
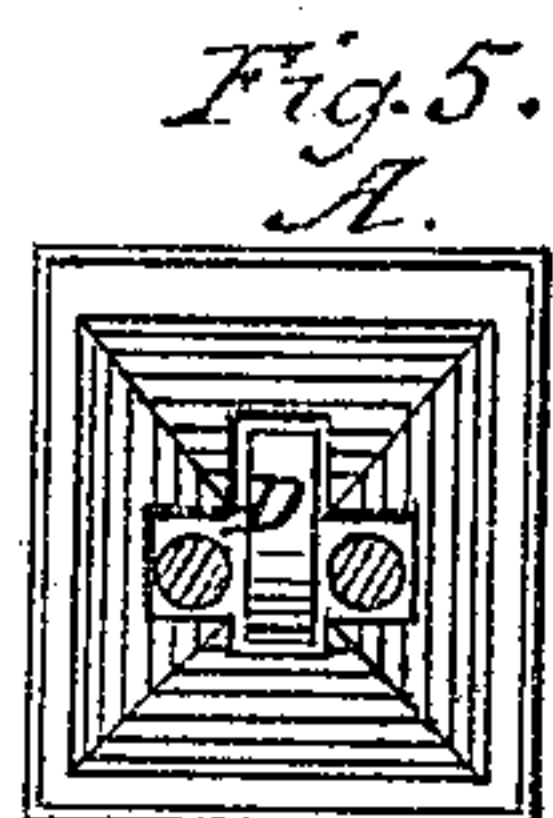
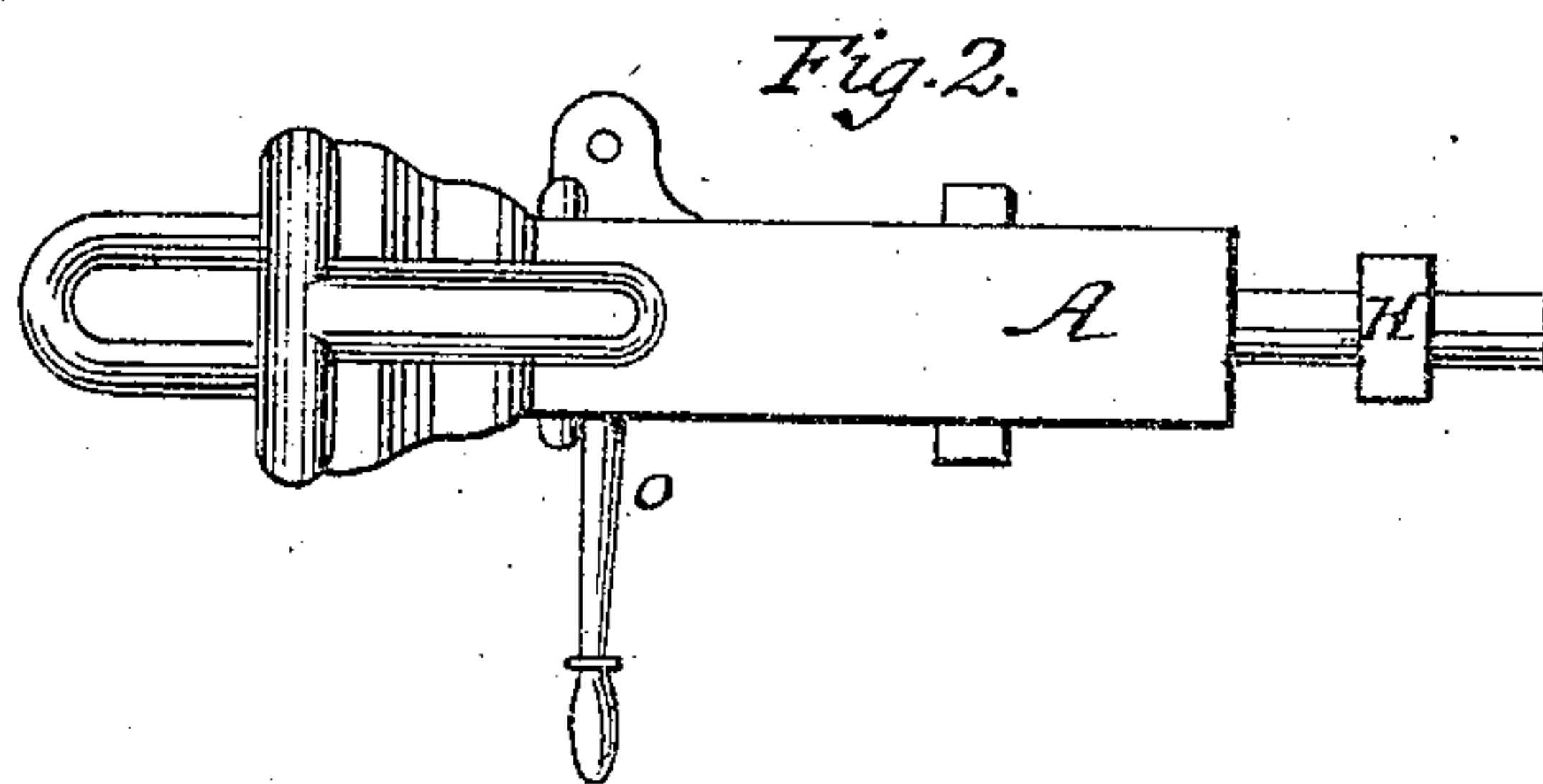
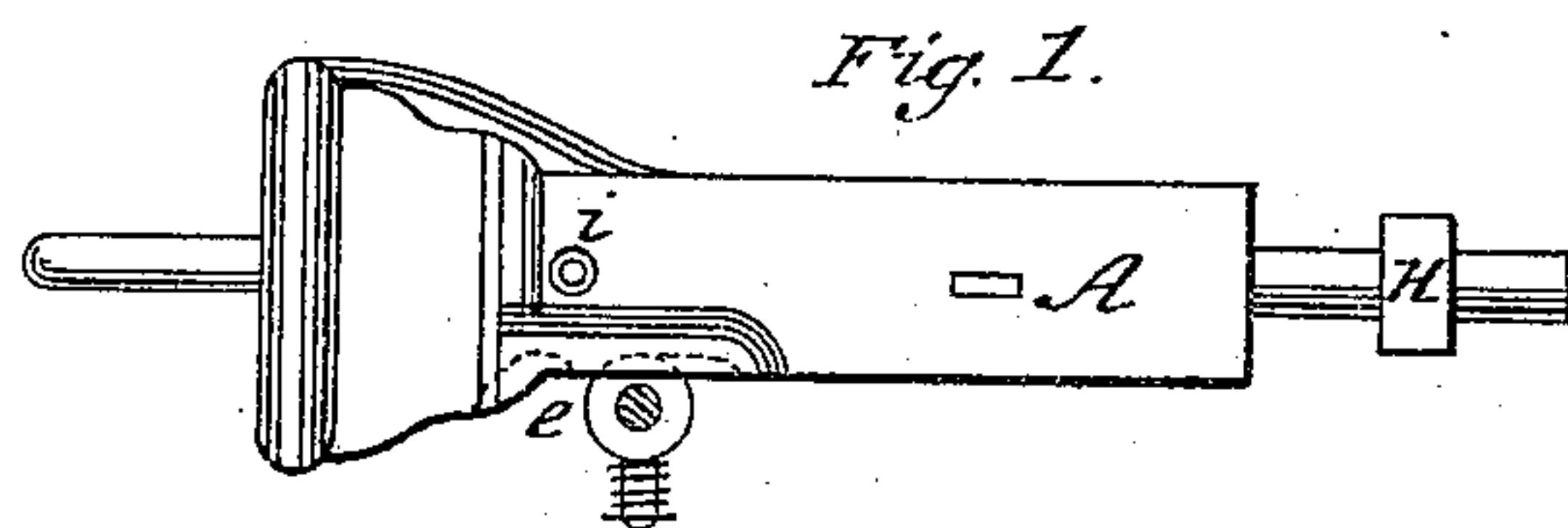


A. B. THOMPSON.

Car Coupling.

No. 85,147.

Patented Dec. 22, 1868.



Witnesses.
Geo. Worthington
A. W. Fox.

Inventor
A. B. Thompson



A. B. THOMPSON, OF OWEGO, NEW YORK.

Letters Patent No. 85,147, dated December 22, 1868.

IMPROVED RAILROAD-CAR COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

Be it known that I, A. B. THOMPSON, of Owego, county of Tioga, and State of New York, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon.

My invention consists in constructing a car-coupling, as shown, the body or principal part of which is made of cast-iron, nearly of the usual form, externally, and common links are also used, but, instead of employing a pin, the link is caught and held by a peculiar-shaped hook. The hook is operated by a lever, and the attendant need not go between the cars to couple, detach, or, in coupling, to raise and lower the link to couple cars varying in height.

To enable others skilled in the art, or that to which it is most nearly allied, to make and use my invention, I will describe its construction and operation.

The body of the coupling is shown at A, with a draw-bolt attached to its inner end, and extending back through the springs.

The outer or front end has a mouth or opening for the link to enter, and within is a suitable-shaped recess containing a hook, D, Figure 3.

This hook is kept in position by a pin, *i*, which passes through the draw-head A, and the hook, after going back from the link to the pin *i*, turns at a right angle, and descends through an opening in the piece A, and also through a hole in the lever *o*, which is attached to the bottom of the draw-head.

The lever *o* is pivoted at one end to a lug or ear cast on one side of the draw-head; the lever then crosses beneath and extends sufficiently for an attendant to

operate it without necessarily going between the cars to do so.

On the lever is a roller, *e*, Figures 1 and 4, which moves in a curved path on the under side of the draw-head, and the lever is held firmly up by means of a spiral spring beneath it, and surrounding the part of the hook D, which descends through the lever, and a sufficient distance below it, to receive the spring.

In uncoupling, the lever is moved forward, which lifts the hook, and the link may be withdrawn; but, if it is desired to back a car into a switch, the lever is thrown forward, and remains in that position by means of the friction-wheel sinking into a depression in its path, where it is held by the spiral spring.

Cars to be left at a distance may be uncoupled without danger, by grasping the lever as a train is passing at considerable speed.

In coupling, the lever is moved back, which depresses the hook; the hook forces down the inner end of the link, and the mouth of the draw-head is constructed to act as a fulcrum to elevate the outer end of the link to the proper height to enter the draw-head of the car coming up.

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

The combination of the hook D and the lever O, with its spring and roller *e*, arranged to operate in the draw-head A, substantially as and for the purpose herein specified.

A. B. THOMPSON.

Witnesses:

GEO. WORTHINGTON,
A. W. FOX.