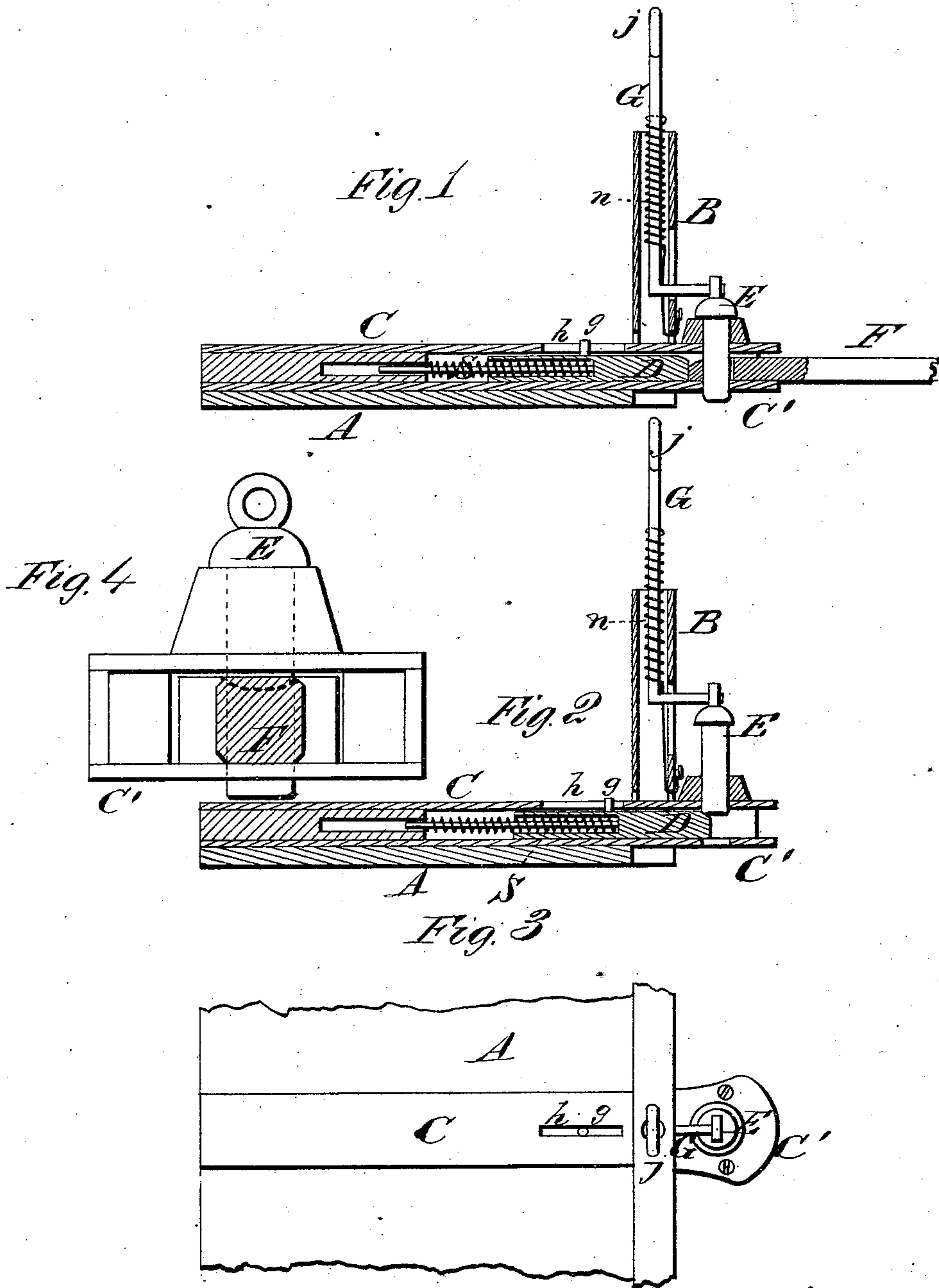


G. M. THOMPSON.  
Car-Coupling.

No. 159,862.

Patented Feb. 16, 1875.



WITNESSES  
*Robert Everett*  
*M. Carroll*

INVENTOR  
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# UNITED STATES PATENT OFFICE.

GEORGE M. THOMPSON, OF BOSTON, MASSACHUSETTS.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **159,862**, dated February 16, 1875; application filed October 28, 1874.

*To all whom it may concern:*

Be it known that I, GEORGE M. THOMPSON, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and valuable Improvement in Pole Attachments to Horse-Cars; 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 specification, and to the letters and figures of reference marked thereon.

Figures 1 and 2 of the drawings are representations of sectional views of my pole attachment. Fig. 3 is a plan view of the same, and Fig. 4 is a detail view.

My invention has relation to means for attaching draft-poles to horse-cars; and it consists mainly in attaching the coupling to a vertical pull-rod rising from the upper edge of the dash-fender, and held down by a spring; in combination with a spring-slide in the coupling-box, which will hold up the coupling-pin when the draft-pole is removed from the coupling-box, and allow this pin to automatically drop and effect a coupling when the pole is introduced into the said box, as will be more fully explained in the following description:

In the annexed drawings, A represents the platform of a street or horse car, and B the dash-fender thereof, which parts may be constructed in the usual well-known manner. C designates a bar, which is rigidly secured to the platform A, and which has a flaring coupling-head, C', formed on one end, which head flares laterally, and has a floor and top parallel to each other. The throat of this coupling-head terminates in a long rectangular chamber, in which is applied a sliding block, D, behind which a spring, S, is arranged for moving the block forward beneath a coupling-pin, E, when this pin is raised to allow the removal of the draft-pole F. The sliding block D has a pin, g, inserted into its upper side,

which plays in a slot, h, made longitudinally in the bar C, and checks this block when it has moved sufficiently far beneath the pin E. (Shown in Fig. 2.) G designates a pull-rod, the lower end of which passes through the head of the pin E, and the vertical portion of which passes up through suitable guides applied to the dash-fender B, and has a spring, n, applied to it, which operates to hold the pin E down at all times. On the upper end of the vertical portion of the rod G a loop-shaped handle, j, is applied, by means of which the driver can conveniently raise said rod when he desires to uncouple the draft-pole F.

It will be seen from the above description that when the coupling-pin E is raised far enough to allow the withdrawal of the draft-pole F, the block D will be shot forward beneath the said pin by the spring S, and will hold this pin up. The spring n will then press the lower end of the pin E down upon the block D with sufficient force to prevent a casual dropping of the pin. When the rear end of the draft-pole F is forcibly thrust into the coupling-head C', it forces the block D back, and allows the spring n to shoot the pin E through the eye of the pole, thus effecting a coupling.

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

The vertical pull-rod G, working in guides on the dash-fender B, and held down by a spring, n, the flaring coupling-head C', the coupling-pin E, the sliding block D, pin g, slot h, and spring S, in combination with the draft-pole of a horse-car, substantially as described.

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

GEO. M. THOMPSON.

Witnesses:

A. G. CARR,  
C. H. WILLIAMS.