

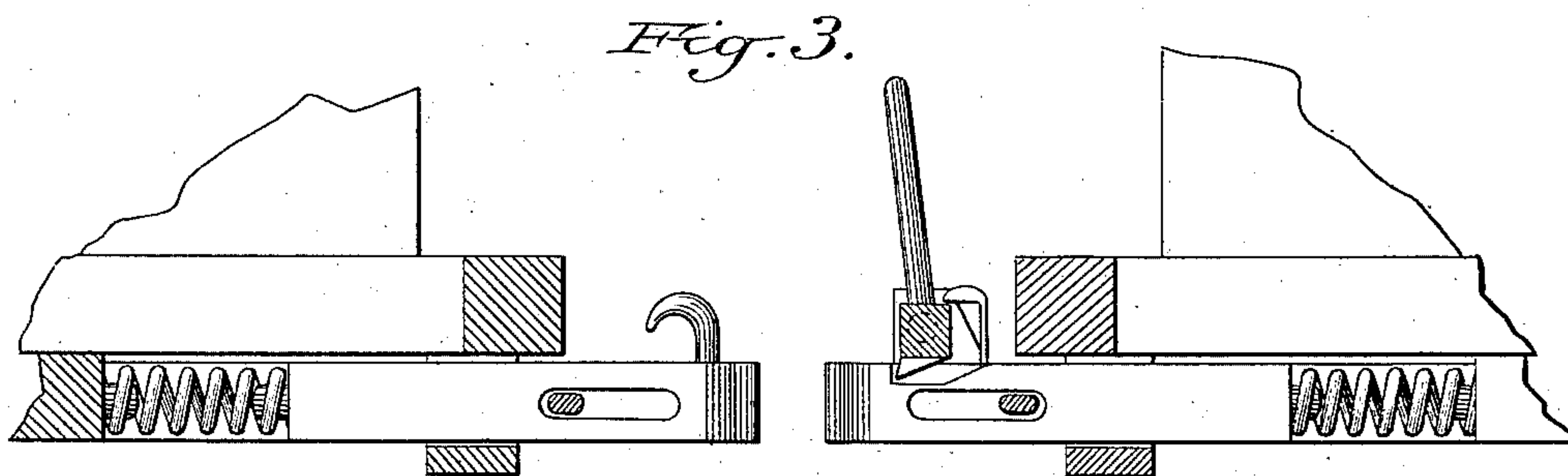
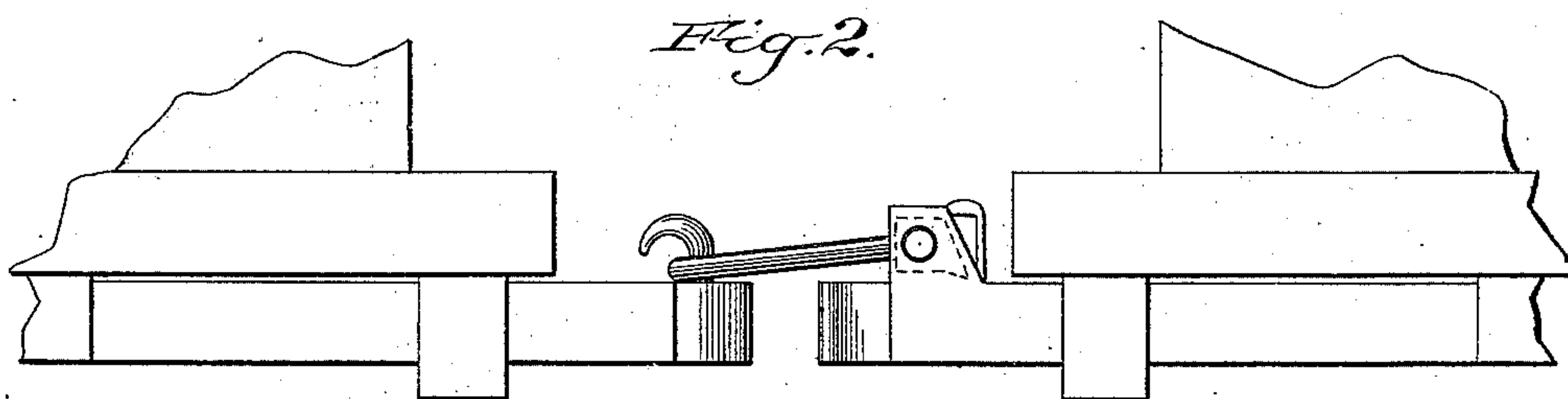
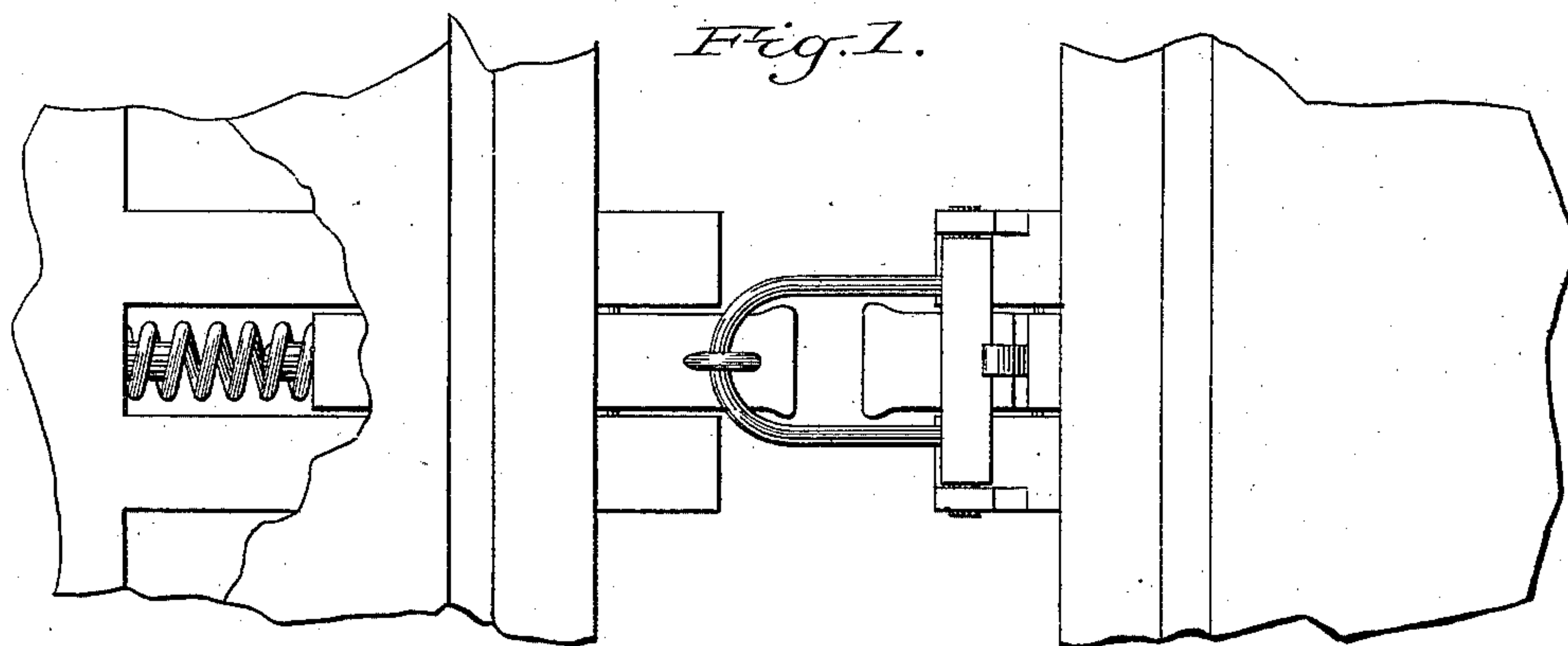
(No Model.)

R. P. WILSON.

CAR COUPLING.

No. 311,216.

Patented Jan. 27, 1885.



Robinson, P. Wilson

Witnesses:

Ray Lindsey
Joe McQuade

Inventor:

UNITED STATES PATENT OFFICE.

ROBINSON P. WILSON, OF VICKSBURG, MISSISSIPPI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 311,216, dated January 27, 1885.

Application filed June 26, 1884. (No model.)

To all whom it may concern:

Be it known that I, ROBINSON P. WILSON, a resident of the city of Vicksburg, county of Warren, and State of Mississippi, have invented a certain new and useful Improvement in Car-Couplers; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

My invention relates to car-couplings; and it has for its object to provide an automatic coupling which shall be simple in its construction, positive and effective in its operation, and one that will be strong and durable.

With these ends in view the invention consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a plan view showing my improved coupling applied, a portion of one of the cars being broken away to show the construction of the draw-bar. Fig. 2 is a side elevation, and Fig. 3 is a longitudinal vertical section showing the coupling-link in a raised position.

In the accompanying drawings, in which like letters of reference indicate corresponding parts in all the figures, A A' represent a sufficient portion of two cars to illustrate the application of my improved coupling thereto. Upon the under sides of the cars A A' are secured two parallel longitudinal beams, B, which extend a short distance in front of and beyond the platforms, as shown in Fig. 1. The longitudinal beams B are connected upon their upper and lower sides by means of cross or tie beams a.

C represents the draw-bar, which is located and adapted to slide between the beams B. The end of the draw-bar C is reduced, as shown, thus forming shoulders d, and affording a seat for one end of a spiral spring, D. The other end of the spring D fits upon a forwardly-extending post located midway between the ends of a transverse beam, e, and in a line with the draw-bar. The draw-bar C is provided near its forward end with an elongated horizontal slot, f, in which is a pin or rod, g, its ends fitting in the longitudinal bars B. The draw-bar normally will occupy

such a position that the bar g will be at the rear end of said slot, this position being the result of the action of the spiral spring on the draw. It will thus be seen that the longitudinal movement or play of the draw-bar is limited to the length of the above-mentioned elongated slot. Upon the upper side of the draw-bar of one of the cars is a recess or seat, h, which is angular in form.

F represents a shaft, the ends of which are reduced and are journaled in holes or openings formed in the upwardly-extending ears or lugs i on the beams B.

The draw-bar C is provided with an angular projection or rib, j, which rests in the seat h. Said shaft is also provided with a loop, G, which is adapted to engage an upwardly-extending hook, H, upon the upper side of the draw-head of the adjacent car. A spring, I, is provided on the upper side of the draw-bar C, the upper end of said spring fitting in a notch or recess on the rear side of the shaft F.

The operation is as follows: Upon the cars being brought together, the draw-bars are forced rearwardly the length of the elongated slots, thus releasing the spring from engagement with the notch or recess in the shaft F, which by gravity drops into engagement with the hook of the adjacent car, thus effecting a coupling. The loop is held in engagement with the hook, and prevented from accidental detachment therefrom by the rib or projection fitting in the rear end of the angular seat in the draw-bar.

The above-described coupling is simple in its construction, effective in its operation, strong and durable, and not likely to work out of order.

Having thus described my invention, I claim—

1. The combination, with the longitudinal parallel beams B, of a sliding draw-bar having a reduced end, a transverse beam having a forwardly-extending post, and a spiral spring fitted on said post and reduced end of the draw-bar, as set forth.

2. The combination, with the beams B, of a sliding draw-bar having a reduced end, a transverse beam having a forwardly-extending post, a spiral spring fitted on said post and reduced end, an elongated horizontal slot in said draw-

bar, and a bar fitting in said slot and secured on the beams B at the ends, substantially as set forth.

3. The combination, with the beams B, of a
5 sliding draw-bar having a seat upon its upper side, and a shaft having a loop, said shaft being pivoted to the beams and having a rib or projection, substantially as set forth.

4. The combination, with the beams B, of a
10 sliding draw-bar having an angular seat upon its upper side, a shaft mounted in upwardly-extending ears on the beams B, said shaft hav-

ing an angular rib or projection, a spring secured to the draw-head and adapted to engage a notch on the shaft, and a loop formed
15 with said shaft, said loop being adapted to engage a hook on the draw-bar of the adjacent car, substantially as set forth.

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

ROBINSON P. WILSON.

Witnesses:

CHAS. SWETT,

W. D. WILSON.