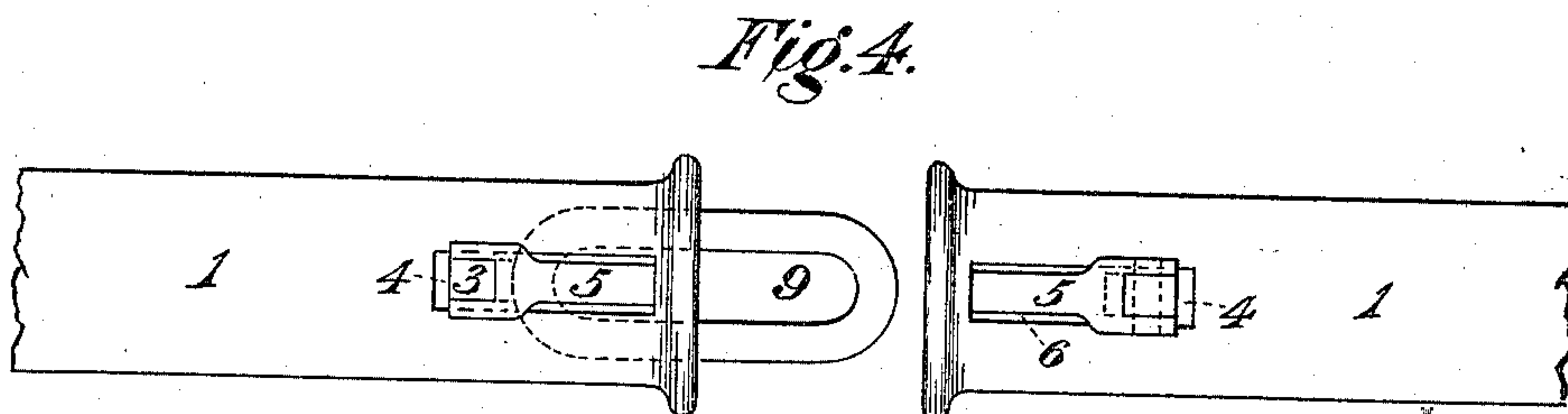
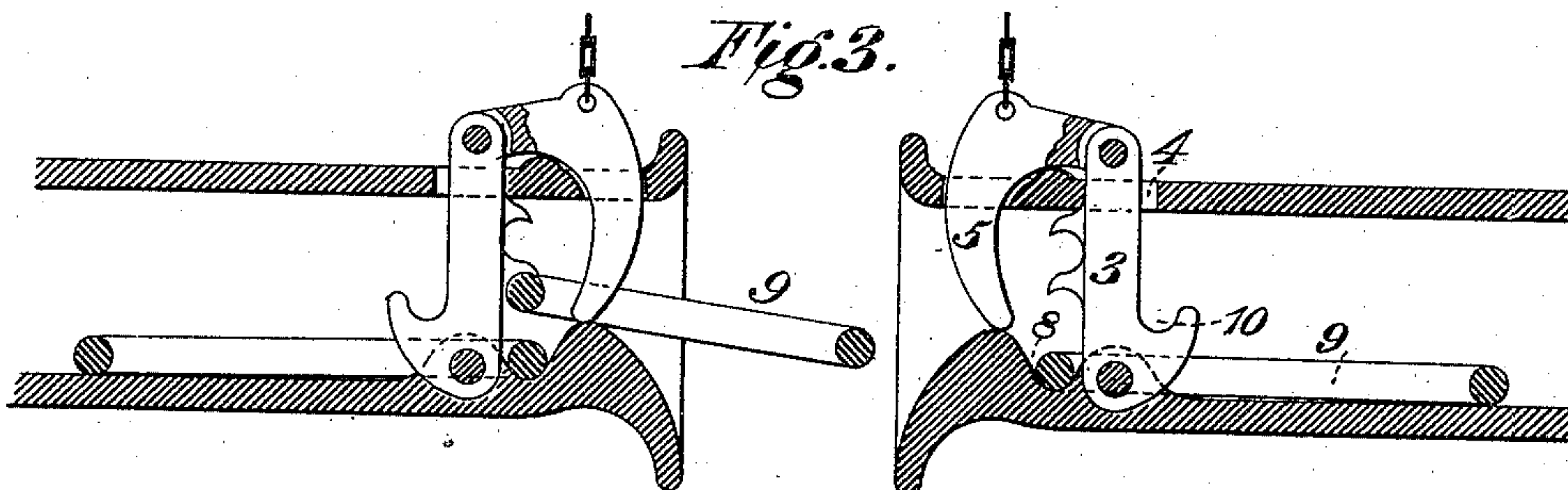
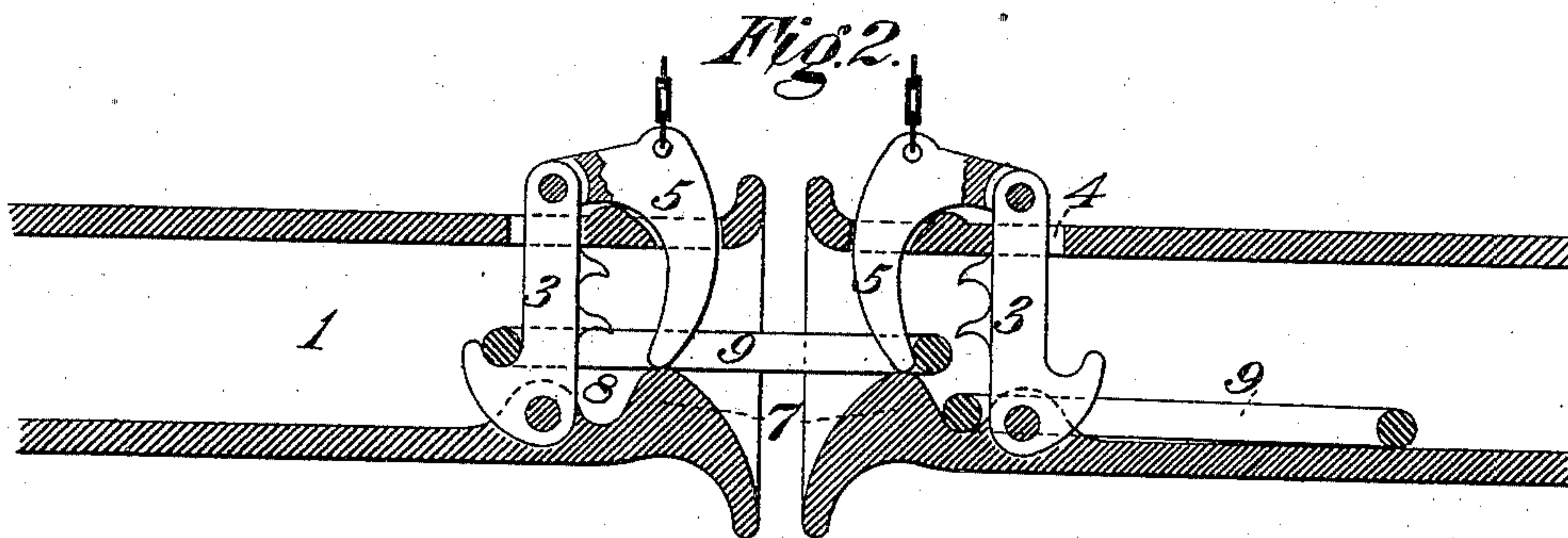
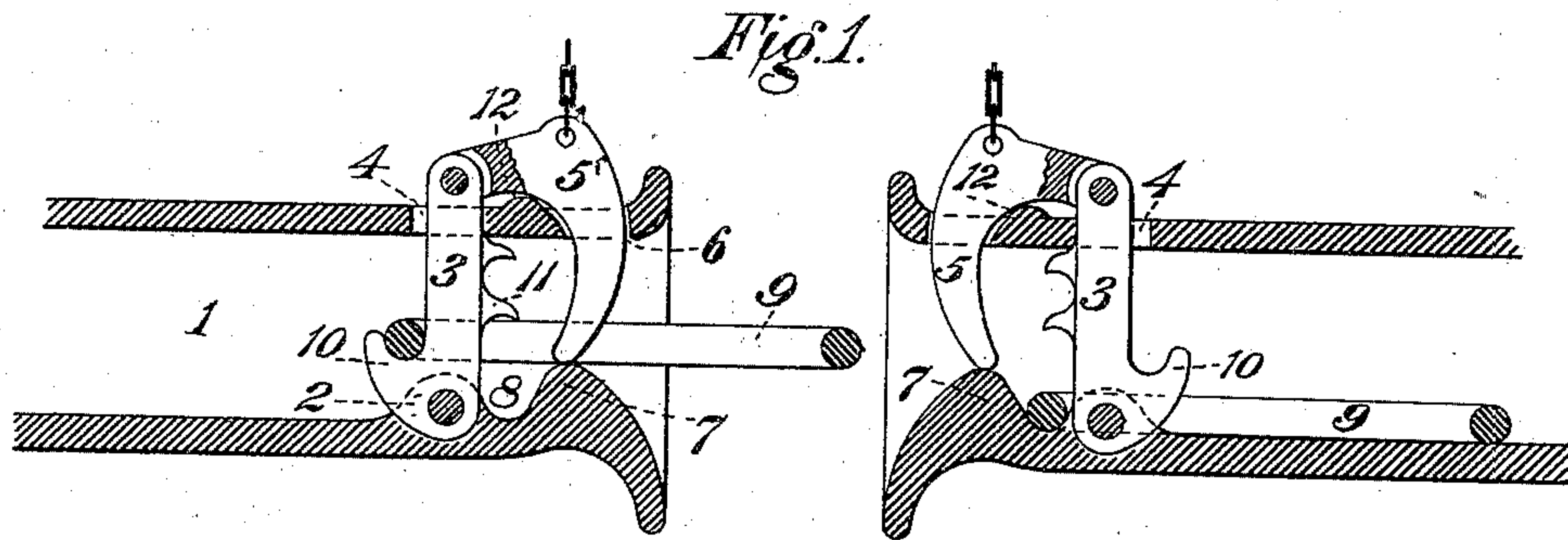


(No Model.)

J. T. WILSON.  
CAR COUPLING.

No. 341,711.

Patented May 11, 1886.



WITNESSES:  
Samuel S. Wolcott  
C. M. Clarke

INVENTOR  
John T. Wilson  
BY George H. Christy  
ATTORNEY.



# UNITED STATES PATENT OFFICE.

JOHN T. WILSON, OF PITTSBURG, PENNSYLVANIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 341,711, dated May 11, 1886.

Application filed January 11, 1886. Serial No. 188,197. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN T. WILSON, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, a citizen of the United States, have invented or discovered certain new and useful Improvements in Automatic Link-and-Hook Car-Couplers, of which improvements the following is a specification.

In the accompanying drawings, which make part of this specification, Figure 1 is a sectional elevation of a pair of my improved car-couplers, showing the position of the parts in readiness for coupling when using one of the permanent links. Fig. 2 is a similar view showing the position of the parts after coupling has been effected. Fig. 3 is a similar view showing the manner of using a loose link. Fig. 4 is a top plan view of the couplers.

The invention herein relates to certain improvements in that class or kind of car-couplers in which the draw-head is provided with a link permanently connected thereto, and is also so constructed as to permit of the use of a loose or independent link; and the invention has for its object such a construction of the parts of the draw-head that coupling may be effected automatically when cars provided therewith are pushed together, thereby avoiding the necessity of the links being guided during the coupling operation, and this automatic action will be effected not only when the permanent link is employed, but also during the use of a loose or independent link.

The construction of the draw-bars 1 is the same as in those now in use, except in some particulars hereinafter described. On the lower side or wall of the draw-bar and near its front end are formed lugs or projections 2, (shown in dotted lines in the various views,) between which is pivoted the lower end of what may be termed the "stationary pin" 3, although said pin is so connected to the draw-head as to have a slight lateral play. This pin projects up through a slot, 4, in the upper wall of the draw-bar, of a length a little greater than the width of the pin, and to the upper end of the pin 3 is pivoted the rear end of the swinging hook or pin 5. This hook or pin is curved, as shown, on its outer and inner edges, and swings down into the draw-head through the slot 6, formed in the upper side thereof, the point of said hook, in the

normal position thereof, resting upon the projection 7, formed in the mouth of the draw-head, as shown.

At the front end of the draw-bar the lower side is made to curve downwardly, thus forming an inclined curved surface from the projection 7, to guide a link into proper position for coupling. Between the projection 7 and the pin 3 is formed a recess, 8, for the reception of the forward end of the permanent link 9, which, when not in use, rests upon the lower side of the draw-bar, entirely out of the way of the other parts. This permanent link is put in place before the pin 3 is secured between the lugs 2, and cannot be removed without first removing said pin.

On the rear edge of the pin 3, near its lower end, is formed a hook, 10, for supporting the rear end of the permanent link when in use, and preventing any rearward movement of the link during the coupling operation.

Along the front edge of the pin 3 is formed a series of hooks, 11, adapted to support the rear end of a loose or independent link during the coupling operation, such hooks permitting of any desired inclination of the link. The pin 3 also serves to prevent any rearward movement of the loose link.

The forward ends of the slots 4 and 6 are so located that when a strain is brought upon either the pin 3 or hook 5 both pin and hook will find a firm bearing against the forward ends of said slots, as is clearly shown in the drawings; and in the portion of the draw-head between the slots 4 and 6 is formed a knob or projection, 12, adapted to bear on the inner edge of the swinging hook 5. As a result of this construction, the hook 5 will be slightly raised when the hook is forced backward by the link during the coupling operation.

I claim herein as my invention—

In a car coupler, the combination of a pin pivoted in the draw-head, a link permanently engaged by said pin, and a swinging hook pivoted to the permanent pin and adapted to engage the link of an adjacent car, substantially as set forth.

In testimony whereof I have hereunto set my hand.

JOHN T. WILSON.

Witnesses:

DARWIN S. WOLCOTT,  
R. H. WHITTLESEY.