

(No Model.)

D. Y. WILSON.
CAR COUPLING.

2 Sheets—Sheet 1.

No. 369,576.

Patented Sept. 6, 1887.

Fig. 1.

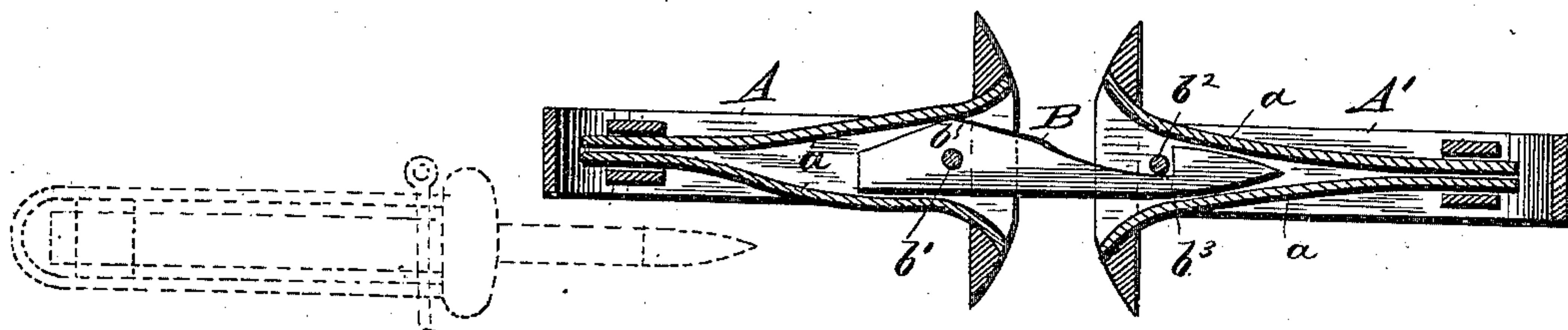


Fig. 2.

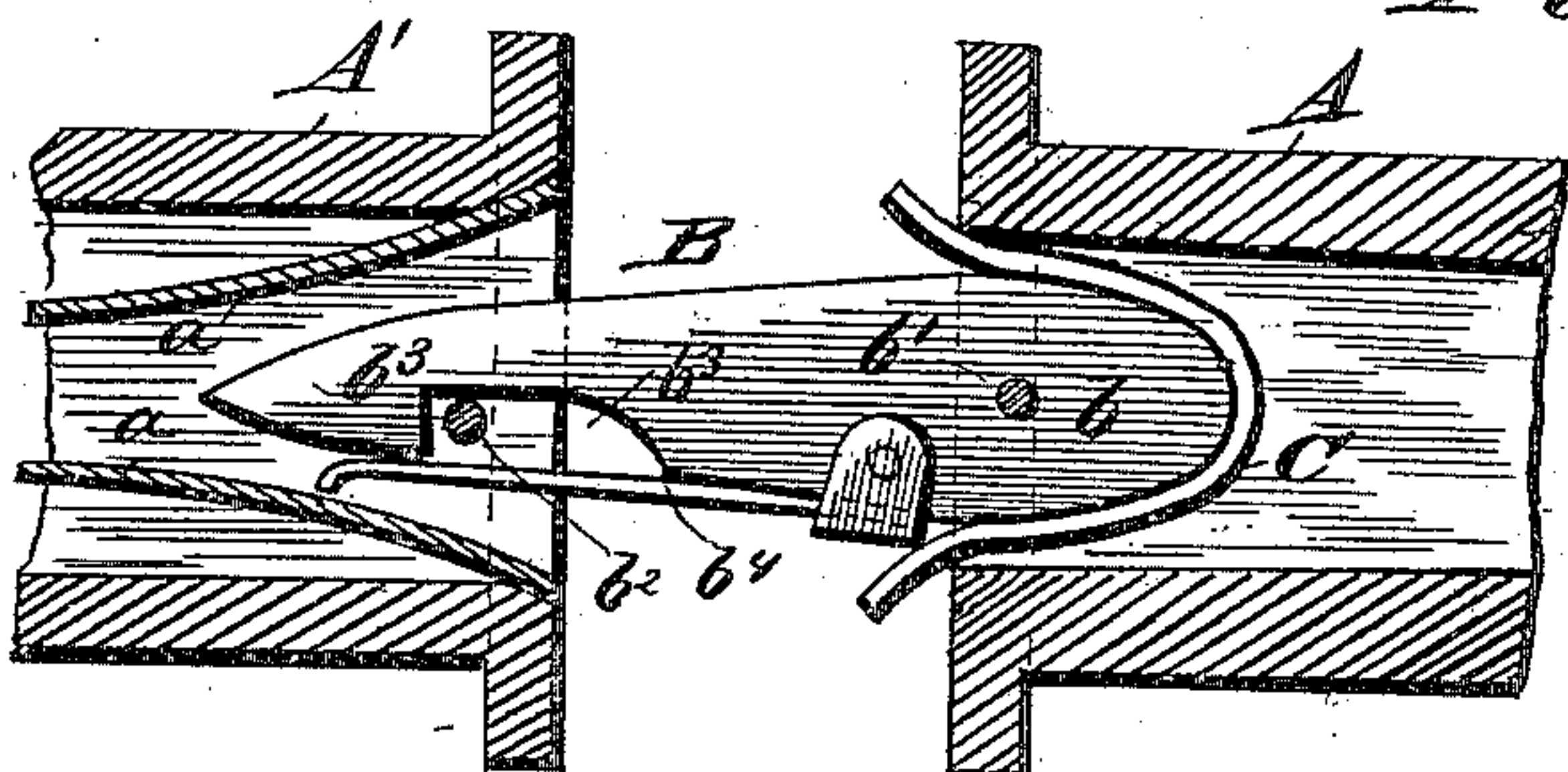
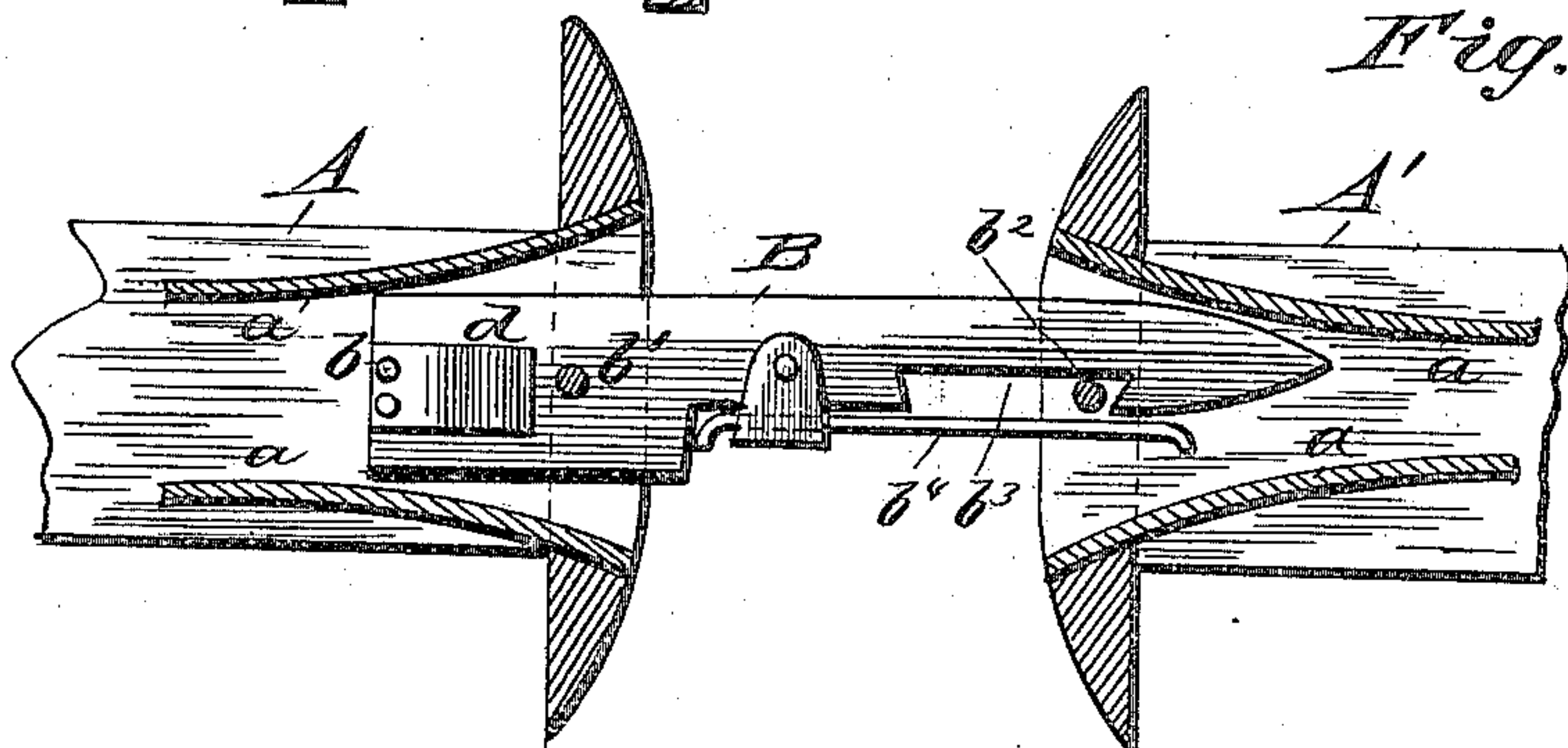


Fig. 3.



WITNESSES

Phil. C. Dietrich
Charles W. Werts

INVENTOR

David Y. Wilson
per O. E. Duff
Attorney

(No Model.)

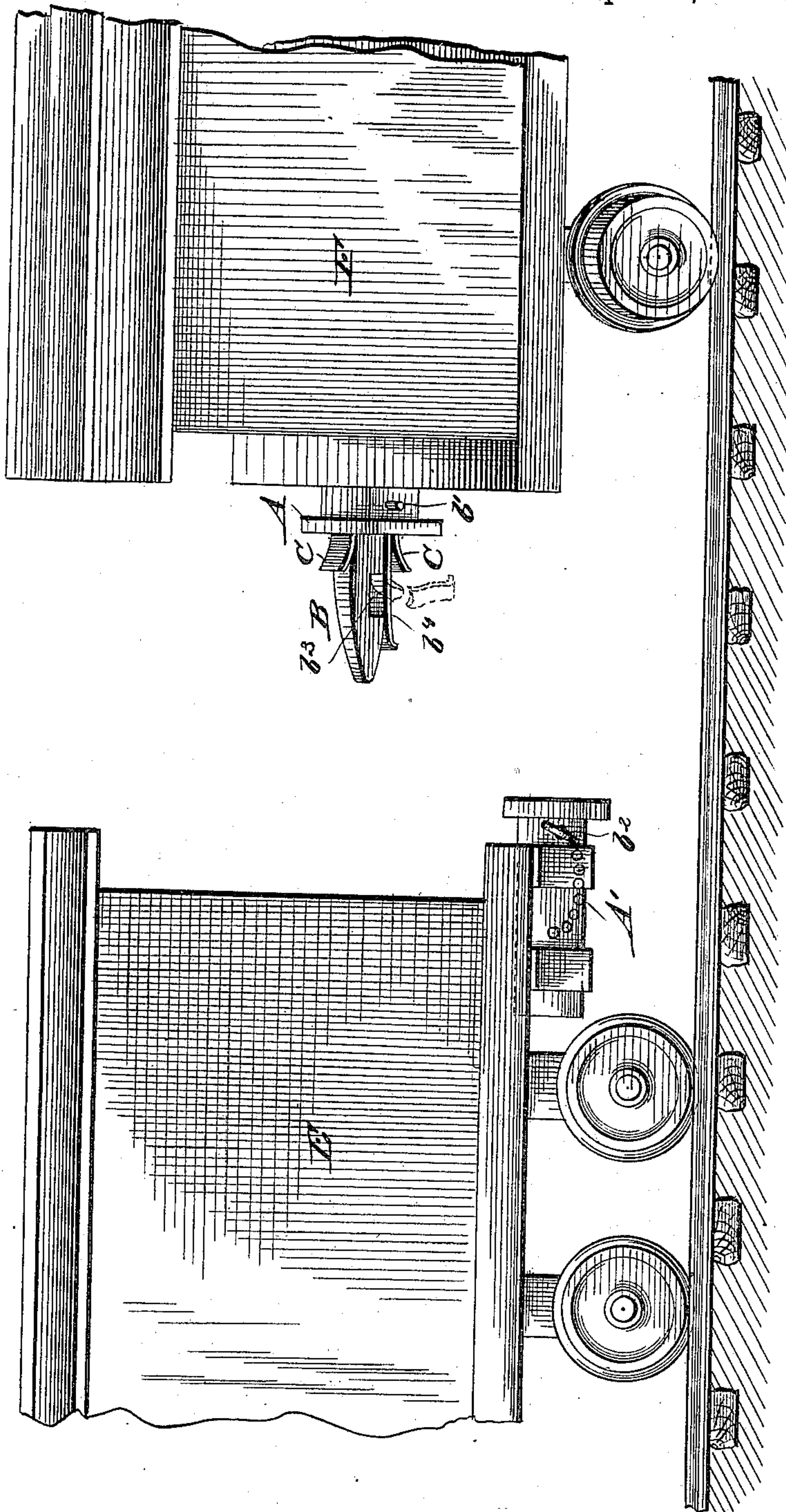
2 Sheets—Sheet 2.

D. Y. WILSON.

CAR COUPLING.

No. 369,576.

Patented Sept. 6, 1887.



7.004

WITNESSES

Phil C. Dietrich.

Charles M. Werber

INVENTOR

INVENTOR.
David G. Wilson

per D. E. Ouff

Attorney

UNITED STATES PATENT OFFICE.

DAVID Y. WILSON, OF GUM TREE, ASSIGNOR OF ONE-FOURTH TO ROBERT L. McCLELLAN, OF COCHRANVILLE, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 369,576, dated September 6, 1887.

Application filed June 25, 1887. Serial No. 242,457. (No model.)

To all whom it may concern:

Be it known that I, DAVID Y. WILSON, of Gum Tree, in the county of Chester and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to car-couplings; and its object is to provide an automatic coupling which will also automatically uncouple should one of the cars to which it is attached be overturned from any cause.

The nature of my invention will be fully set forth in the following specification and claims.

In the drawings, Figures 1, 2, 3 are views, partly in section, showing different ways of constructing my invention; and Fig. 4 is a side view of portions of two cars, one being partially overturned.

Similar letters of reference indicate similar parts in the respective figures.

In Fig. 1, A A' are draw-heads having the springs *a*, as shown in my former patent, No. 363,784. B is a link having an enlarged end, *b*, which fits snugly between the springs *a* in the draw-head A, and is provided with a hole for the reception of a coupling-pin, *b'*, which passes through the draw-head. The other end of the link is tapered, as shown, and has a portion of one side cut out to form a recess, *b''*, for the reception of the coupling-pin *b''*, which passes through the draw-head A'. The link B is made of such thickness at its pointed end that when turned from a horizontal to a vertical position, as shown in dotted lines in Fig. 1, it will pass freely between the link *b''* and the spring *a*. It will readily be seen that as long as the cars remain in their normal position the springs *a* will hold the recessed portion of the link in engagement with the pin *b''*. Should, however, either of the cars to which the draw-heads are attached be overturned, the recessed part of the link will be turned out of engagement with the pin *b''* and be released

from the draw-head A', thus uncoupling the cars.

Fig. 2 shows my invention applied to an ordinary draw-head. A' is a draw-head such as is used for a common link-coupling. B is a link, one end, *b*, being rounded and having a spring, C, attached thereto. This spring is for the purpose of steadying the link and filling the draw-head; but it will yield freely to any strain when the cars are going round a curve, and at the same time prevent lateral motion. The other end of the link is of a construction similar to that already described in Fig. 1. A is a draw-head having the springs *a a*; but in this case they are too wide apart to hold the recessed part *b''* of the link in engagement with the pin *b''*. I therefore provide the spring *b''*, which is secured to the link B in any suitable manner, and serves to hold the recessed part thereof in engagement with the pin *b''*.

In Fig. 3 the draw-heads A and A' are both provided with springs *a a*. The end *b* of the link B is square, and is provided with a spring, *d*, to prevent undue vertical motion. The other end of the link is constructed substantially as already described, the form of the recess being somewhat different and being adapted to give more slack to the coupling, which is necessary on freight-cars.

In each of the couplings above described the link is of such thickness at its pointed end as to pass freely between the pin and the springs *a* in case it is turned to the position shown in dotted lines in Fig. 1, and the result would be the same as that described in referring to the coupling illustrated in Fig. 1 should either of the cars to which the coupling is attached be turned over, for the springs *b''* are not of sufficient strength to withstand any great strain, such as they would be subjected to by the overturning of a car. They would therefore either break or be bent out of the way to allow the pointed end of the coupling to be disengaged from the pin and be released from the draw-head.

In Fig. 4 parts of two cars, E F, are shown, F being partially overturned and uncoupled from E.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a car-coupling, the combination, with
5 the draw-heads and coupling-pins, of a link perforated at one end for the reception of the coupling-pin, the other end being tapered to a point and having a recess formed in its side for the reception of the coupling-pin, a spring
10 adapted to hold said recessed part in engagement with the pin, and a spring attached to the perforated end of the link to steady it in the draw-head, substantially as specified.

2. In a car-coupling, the combination, with
15 the draw-heads and coupling-pins, of a link rounded at one end and having a spring secured to the periphery of said rounded end,

the other end being tapered to a point and having a recess formed in its side for the reception of the coupling-pin, and a spring adapted
20 to hold said recessed part of the link in engagement with the coupling-pin, the said link being so formed that should it be turned from a horizontal to a vertical position the cars will become uncoupled, substantially as de- 25 scribed.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

D. Y. WILSON.

Witnesses:

WM. A. RUSSELL,
J. A. LARGE.