F. A. WILSON.

Car-Couplings.

No. 147,728. Patented Feb. 17, 1874.

fig. 1.

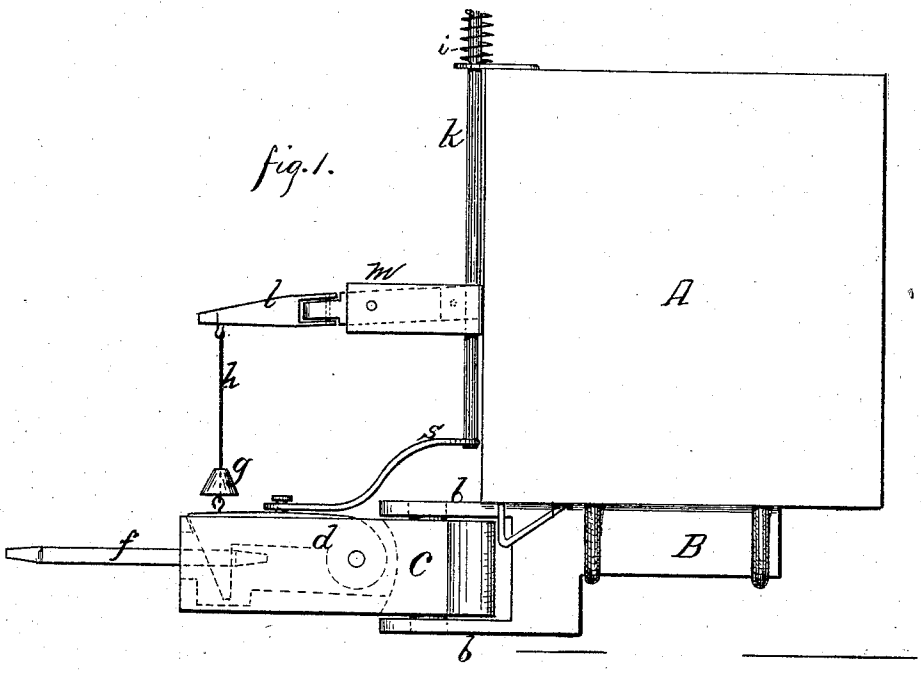
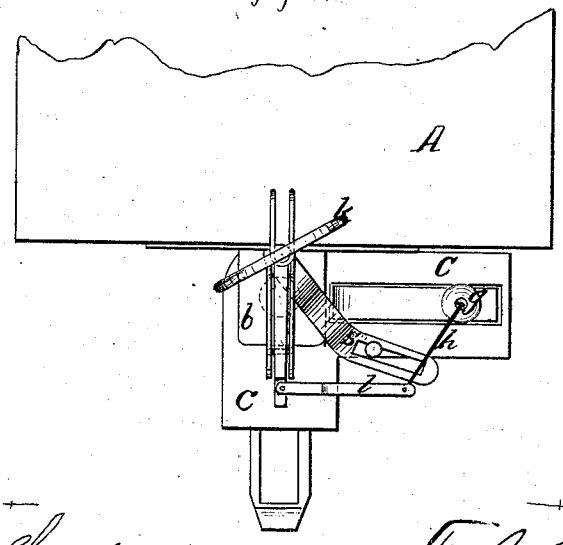


fig. 2.



Witnesses.—
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UNITED STATES PATENT OFFICE.

FRANCIS A. WILSON, OF GALLATIN, MISSOURI, ASSIGNOR OF ONE-THIRD HIS RIGHT TO ROBERT L. DODGE, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **147,728**, dated February 17, 1874; application filed October 8, 1873.

To all whom it may concern:

Be it known that I, FRANCIS A. WILSON, of Gallatin, county of Daviess and State of Missouri, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification:

My invention relates to certain improvements in car-couplings, whereby the draw-head may be applied to cars provided with the ordinary link-and-pin coupling, as well as to cars provided with my improved coupling.

The invention consists in an L-shaped draw-head pivoted at its center to the draw-bar in such a manner that it may be turned to the right or left by means of a rod operated by the brakeman from the platform or top of the car, said rod being also arranged with relation to the other parts so that it may be used to uncouple the cars.

In the accompanying drawing, Figure 1 represents a side view of one end of a car with my improved coupling attached. Fig. 2 is a top view of the same.

A represents a car having the draw-bar B attached in the usual manner. At the front end of the draw-bar are two lugs or forks, *b b*, which are perforated to receive a pin or bolt. C is the draw-head, which, in form, resembles the letter L, or the angle of a square. The angular portion is perforated, and is placed between the forks or lugs *b b*, where it is secured by a bolt passing through the several perforations. In one of the arms of the L-shaped draw-head is a latch, *d*, pivoted so as to admit of a vertical motion, and having its front end beveled, so as to allow the end of the coupling-link to raise it and pass under it, as shown in Fig. 1. Should the latch *d* be found not sufficiently heavy to insure its constant engagement with the link *f*, it may be made heavier by the addition of a weight, *g*. The front end of the latch *d* is connected by a rod or chain, *h*, with the outer end of a lever, *l*, which has its fulcrum in a forked bar, *m*, extending outward from the end of the car A. The lever *l* is jointed forward of its fulcrum, so as to allow its front end to swing to the right or left. The rear end of the lever is perforated vertically, and through the perforations passes a rod, *k*, which works in suitable guides, and has a handle at the upper end for operating it, and a spiral spring, *i*, for holding it at a certain altitude. The lower end of the rod *k* is attached to the rear end of a bar, *s*, the front end of which is connected to the draw-head C by a pin passing through a slot in the bar and into the draw-head, so as to allow a slight longitudinal play to the bar *s*.

When the portion of the draw-head containing the latch *d* is used, the parts are in the position shown in Fig. 1, in which position it will be seen the latch will readily engage with the link *f*.

To uncouple the cars, by pressing down the rod *k* the rear end of the lever *l* is depressed and its front end elevated, raising the latch *d* and releasing the link *f*.

When the coupling is to be used with the ordinary link and pin, the rod *k* is turned so as to move the arm of the draw-head containing the latch around against the end of the platform, and bring the other arm to the front, as shown in Fig. 2.

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

1. The combination, in a car-coupling, of the rod *k*, spring *i*, bar *m*, lever *l*, chain *h*, and latch *d* with draw-head C, for uncoupling the cars, substantially as shown and described.

2. The combination, in a car-coupling, of the spring-rod *k* and slotted bar *s* with draw-head C and forked draw-bar B, substantially as shown and described.

In testimony that I claim the foregoing as my invention I hereunto affix my signature this 2d day of October, 1873.

FRANCIS A. WILSON.

Witnesses:

ELIAS M. WALKER,

JAMES C. WILSON.