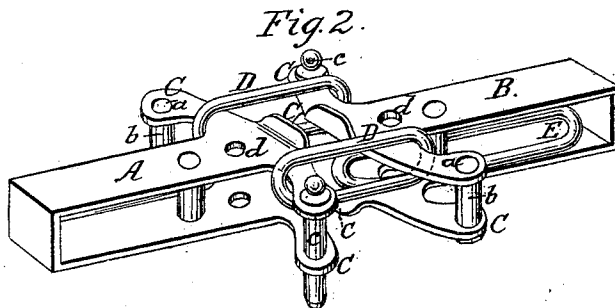
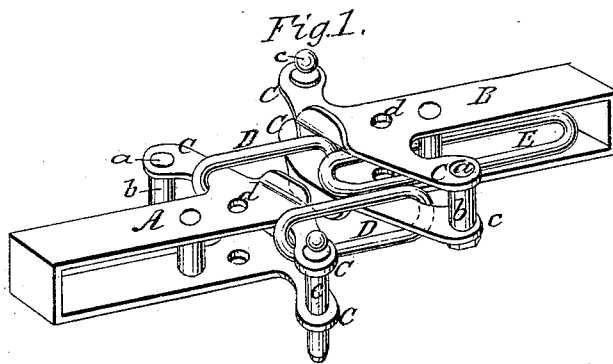


J. T. WILSON.

Car Coupling.

No. 85,979.

Patented Jan. 19, 1869.



Witnesses.

Jno D. Patten.
W. B. Phillips.

John T. Wilson.
per A. B. Stoughton.
Attorney.



JOHN T. WILSON, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO
HIMSELF AND FRANK RAHM, OF SAME PLACE.

Letters Patent No. 85,979, dated January 19, 1869.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN T. WILSON, of Pittsburg, in the county of Allegheny, and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings, and that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figures 1 and 2 represent, in perspective, the coupling in two of its operative positions, and showing how it may be used with cars, whether their platforms be of different or of the same height.

I am aware that cars have been coupled and drawn by links passing over pins on each side of the buffer or bull-heads. This I lay no claim to.

My invention consists in extending arms horizontally both ways from the centre of the buffer-head, and from its top and bottom both, and uniting these arms by rivets or bolts, and coupling and drawing the cars by these horizontal arms, and not by the vertical pins, by which means greater security is attained, and cars of uneven heights of platforms readily coupled together.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

A and B represent two buffer-heads, from which horizontal arms C extend both ways laterally; and these arms may, on one side of the head, be braced by a rivet, *a*, passing through a sleeve, *b*, and on the other side there may be a pin or king-bolt, *c*, for coupling or uncoupling the cars.

The rivet may be put in after the coupling-link D is put on, and which secures it to the car or buffer, so that each buffer would carry one link, and when two

buffers came together, it would furnish two links to each pair of buffers.

In fig. 1, it is seen how the coupling is done when one buffer is higher than the other, viz, from the under arm of B to the upper arm of A, the links, when desirable to change them from one arm to the other, readily turning over the ends of the arms, so as to be on the lower or upper one, as may be desired.

In fig. 2 is seen how the links are connected to the arms, when the platforms or buffers are of the same height, said links passing over the upper arms of each. Of course the links can be used from the upper or lower arms of the adjacent buffers without taking off the link, or putting on a bent link.

In drawing pins or bolts which are not a permanent part of the buffer, but simply pass through projections or parts thereof, they are liable to jar out, break, or get misplaced. By my plan, I draw from and couple to a permanent, solid part of the buffer.

As occasionally a car may be put into the train which has not this lateral coupling, but the common central one, an extra link, E, may be carried for that purpose, and the bolts *c c*, used in the holes *d d*, to catch the link.

Having thus fully described my invention,

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

Coupling cars and drawing them, by means of links passing over lateral horizontal arms, united by rivets or bolts, in the manner and for the purpose herein described and represented.

JOHN T. WILSON.

Witnesses:

A. B. STOUGHTON.

EDMUND MASSON.