

G. H. WILSON.
Car-Coupling.

No. 224,262.

Patented Feb. 3, 1880.

Fig. 1.

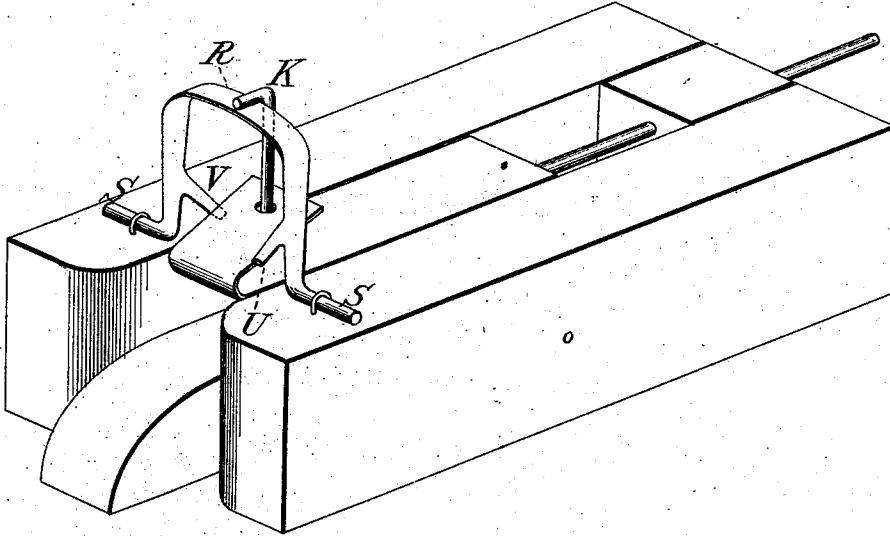
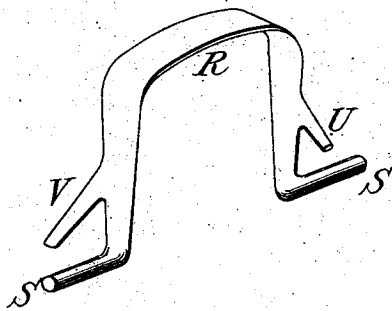


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

GILBERT H. WILSON, OF SUMMIT TOWNSHIP, JACKSON COUNTY, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 224,262, dated February 3, 1880.

Application filed December 18, 1879.

To all whom it may concern:

Be it known that I, GILBERT H. WILSON, of the township of Summit, in the county of Jackson and State of Michigan, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a view of my improvement attached to a coupler. Fig. 2 is a detail view.

The object of my invention is to furnish a device by means of which the pin may be supported in a raised position until the link has entered and allowed to drop to its place at the right moment.

In the drawings, R is an iron arch or pin-supporter having pivots S S at the ends, which are bent outward at right angles with the sides of the arch. The arch is attached to the coupler by means of these pivots fitting loosely into staples driven into the upper sides of the bumpers, as shown in Fig. 1, allowing the arch to work freely forward and back.

As all couplers are not alike in construction it may not always be convenient to attach the arch to the coupler in precisely the same manner. Whenever it seems desirable to do so, the pivots are to be bent inward toward the center at right angles with the sides of the arch, and fitted loosely into sockets or holes made in the sides of the coupler.

U and V are shoulders or projections on opposite sides of the arch, one of them occupying a lower position than the other, and are designed to support the arch in different positions in the following manner: The lower one, V, is on the side nearest the car. When, therefore, the arch is brought to the perpendicular for the purpose of supporting the pin, the shoulder V strikes the upper surface of the bumper or coupler, thereby supporting the arch at the perpendicular and preventing its

nearer approach to the car. The higher one, U, is on the side nearest the mouth of the coupler.

When a coupling has been made and the use of the arch is no longer necessary, it rests inclined toward the mouth of the coupler at an angle of about forty-five degrees, supported in that position by the shoulder U, which now rests on the upper surface of the bumper or coupler. The arch is then in a safe position. It cannot get between the bumpers and be broken, and free access to the pin is attained when it is desirable to again raise it.

K is a coupling-pin having a projection on its head. When a coupling is to be made the pin is raised, the arch brought to the perpendicular, when the projecting head is allowed to rest on the top of the arch. By this means the arch supports the pin in a raised position.

It will be seen from the foregoing that when the arch is brought to the perpendicular, the pin raised and resting upon it, they will remain in that position until the link has entered, when the collision of the bumpers with those of the opposite coupler will cause the arch to tilt from under the pin toward the mouth of the coupler and allow the pin to drop to its place.

The operation of my device is not confined to any particular kind of coupler, but it may be attached to any coupler using the link and pin, if desired.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The arch R, with pivots S S and shoulders U and V, substantially as shown and described.

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Witnesses:

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