

G. H. WILSON.
Car-Coupling.

No. 215,497.

Patented May 20, 1879.

Fig. 1.

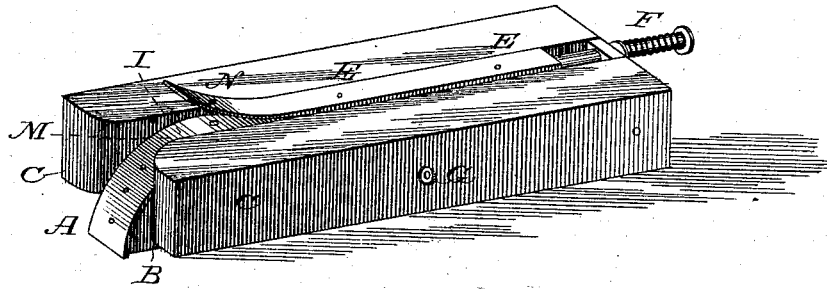
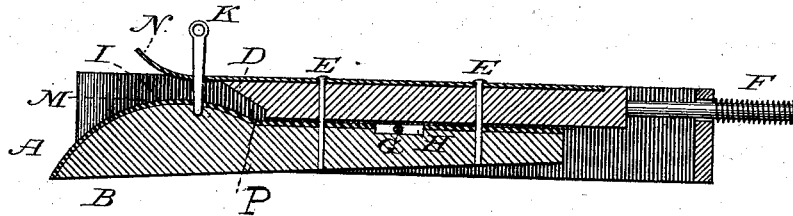


Fig. 2.



Witnesses:

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

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **215,497**, dated May 20, 1879; application filed February 20, 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 for Coupling Freight-Cars, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a general view of my improvement. Fig. 2 is a sectional view of those parts which cannot be otherwise illustrated.

The object of my invention is to furnish a device by which to enter the link into the coupler, whether the cars couple on the same or a higher or lower level, as the case may be.

In the drawings, A is a guide, an iron plate firmly bolted or riveted to a wooden brace, B, and fitting closely to the lower part of the coupler I at a point indicated by M.

C C are strong beams of wood, by which the whole is firmly fastened to the under side of the car, and which act in a threefold capacity—viz., as guides to throw the link to the right or left horizontally, as the case may be, as guards to prevent the guide A from being broken off, and as bumpers to prevent the cars from coming too close together.

D in Fig. 2 is a shoe, by which, in connection with the bend P in the lower plate of the coupler opposite, the link is elevated, depressed, or held on a level, as desired, by simply pushing it back from or pulling it forward toward the coupling-pin K.

The upper and lower plates of the coupler I and M, the shoe D, and the brace B are firmly fastened together by bolts E E, and work upon a coiled spring, F, in the ordinary manner now in use.

The slot H, Fig. 2, is designed for the bolt G, Fig. 1, to pass through, allowing the draw-bar, shoe, and brace to work freely forward and back with the spring, while the bumpers or guards remain stationary.

The beams of wood, C C, are to be made of any desired size, and the ends plated with iron. As many small pieces of timber may be bolted on the upper and under sides as shall be necessary to prevent the opposite coupler of a higher or lower car from slipping past and breaking the guide A.

It will be seen from the foregoing that when the link is properly adjusted the guide A will raise it to the mouth of the coupler, while the guards C C guide it to the right or left horizontally, thereby conducing to the same result.

When it is necessary to enter the link into a coupler that is on a lower level, the link is to be depressed; when on a higher level, the link is to be elevated; when on the same level, the link is to be adjusted nearly on a level by means of the shoe D, in the manner hereinbefore described.

The operation of my device is not confined to one of its own kind, but will enter its link into an ordinary coupler now in use, whether on the same or a higher or lower level, by means of the operation of the shoe D. It will also enter the link of an ordinary coupling now in use, whether on the same or a higher or lower level, into itself by means of the guide A and guards C C.

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

The guide A and brace B, fastened together by bolts, and having the bend P, in combination with the guards C C and shoe D, all substantially as shown and described.

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Witnesses:

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