W. CLINE, Jr.

Car-Coupling.

No. 160,005 Patented Feb. 23, 1875.

Fig. 1.

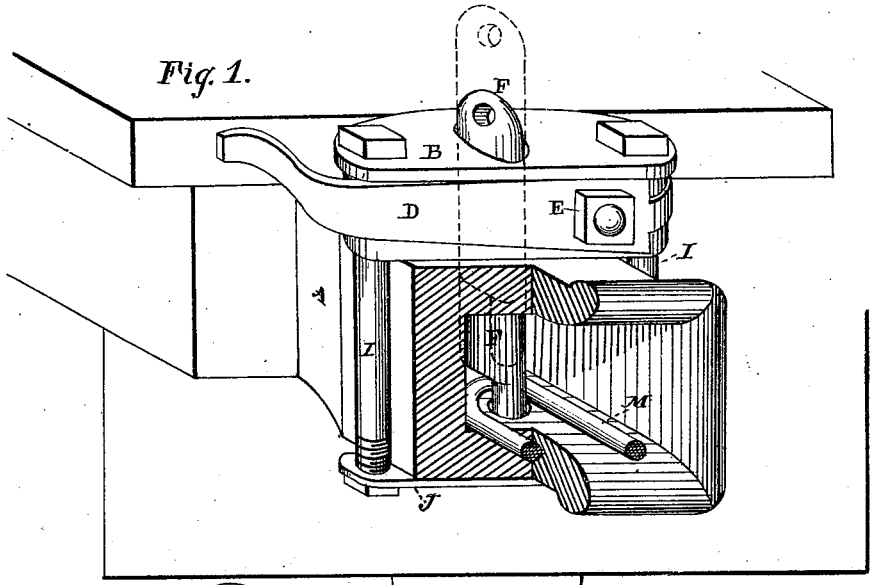

Fig. 2.

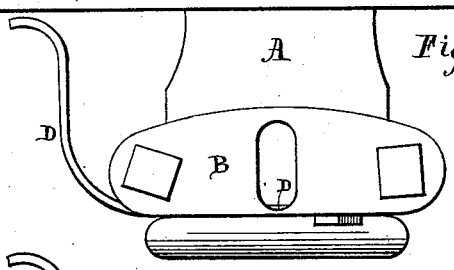

Fig. 3

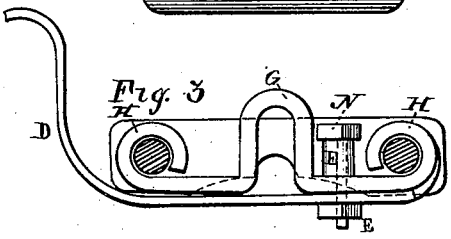

Fig. 4.

WITNESSES:

John Davis
S. S. Woods.

INVENTOR.

Wm. Cline Jr.
per Charles H. Fowler.
Atty.

UNITED STATES PATENT OFFICE.

WILLIAM CLINE, JR., OF CLAYTON, INDIANA, ASSIGNOR TO HENRY A. MARLEY, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **160,005**, dated February 23, 1875; application filed November 27, 1874.

To all whom it may concern:

Be it known that I, WM. CLINE, Jr., of Clayton, Hendricks county, Indiana, have invented certain new and useful Improvements in Car-Coupling Attachment; and do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawing, and the letters of reference marked thereon, which make a part of this specification.

This invention has relation to automatic car-couplings; and consists in a yielding pressure or spring plate, operating in connection with the coupling-pin, to allow the same to be inserted in the draw-bar, or withdrawn, as desired, and also holding it firmly in place, as will be hereinafter more fully described.

Figure 1 is a partly sectional perspective view of my invention, showing the coupling-pin in place; Fig. 2, a top view of the same, with the coupling-pin removed. Fig. 3 is a view of the under side of my invention as detached from the draw-bar; Fig. 4, a detached view of the coupling-pin.

In the drawings, A represents the draw-bar, which may be of any suitable construction, and connected to the end of the platform of the car in the usual manner; B, the cross piece or plate, having an opening to allow the coupling-pin F to be inserted, and also acting as a guide in addition to a guide-bar, G, the ends of which are bent around to form eyes, as seen in Fig. 3 of the drawings, and through which pass the bolts I I to secure the same to the draw-bar A. The center of the guide-bar G is bent around in a U shape, to allow the coupling-pin F to pass, and guiding it as it falls down into the draw-bar A. Pivoted to one of the bolts I is a yielding pressure or spring plate, D, the bolt N, which secures the same to the guide-bar, having a rubber or other suitable spring, E, the purpose of which is to keep the plate D firmly against the coupling-pin F, and hold it in place until acted upon by the draw-bar of the approaching car, which, when coming in contact therewith, presses the same inwardly, bringing the end of the yielding pressure or spring plate D in contact with the end of the car-platform, and allowing the coupling-pin F to fall down in place and securely couple the cars. The coupling-pin F is formed with a shoulder, L, upon its lower end, which rests upon the end of the link M, and holds the same in a horizontal position. The cross piece or plate B and guide-bar G, with the yielding pressure or spring plate D, are securely fastened to the draw-bar A by suitable bolts I I and clamping-plate J.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination with the coupling-pin F, the yielding pressure or spring plate D, substantially as described.

2. The cross piece or plate B, and guide-bar G, in combination with the yielding pressure or spring plate D and coupling-link F, as set forth.

3. The cross piece or plate B, guide-bar G, yielding pressure or spring plate D, bolt N, and spring E, bolts I I, clamping-plate J, and coupling-pin F, all combined to operate as specified.

In testimony that I claim the foregoing I have hereunto set my hand this 24th day of November, 1874.

WM. CLINE, JR.

Witnesses:
JOHN DAVIS,
P. S. WOODS.