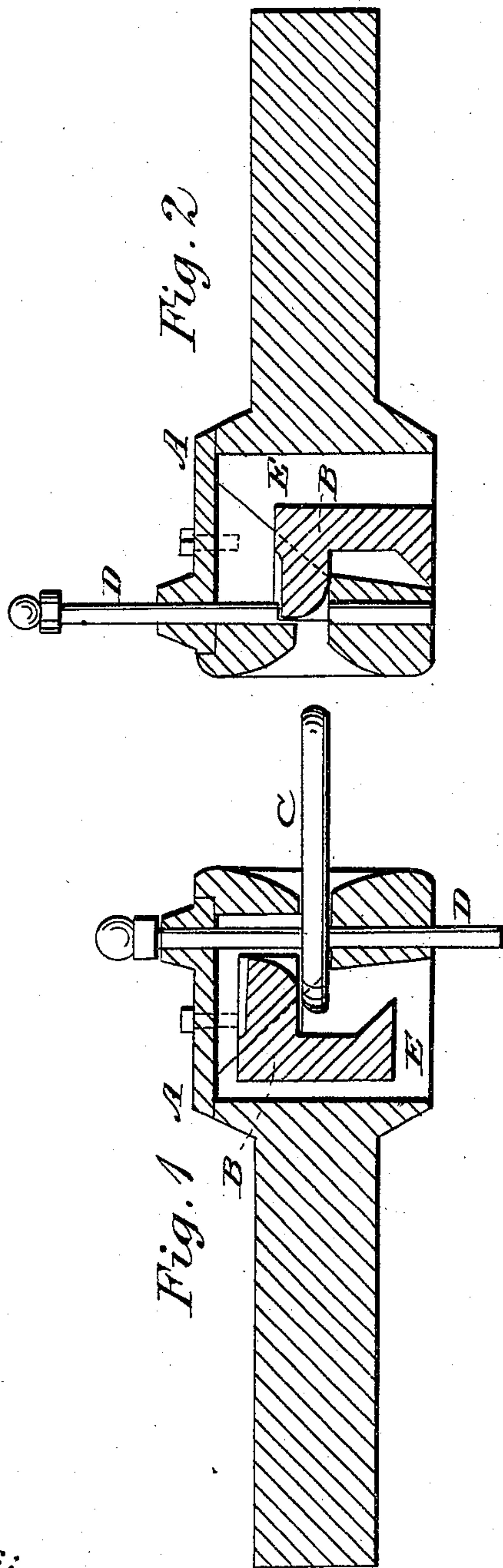


A. H. CLARK.  
Car Coupling.

No. 95,652.

Patented Oct. 12, 1869.



Witnesses:

Oscar Linckman  
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# United States Patent Office.

A. H. CLARK, OF OTISVILLE, MICHIGAN.

Letters Patent No. 95,652, dated October 12, 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, A. H. CLARK, of Otisville, Genesee county, Michigan, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The object of this invention is to provide a safe and durable coupling for railroad-cars, one which shall couple automatically, and be safe and sure in its operation.

The invention consists in the construction and arrangement of parts, as hereinafter described.

In the accompanying plate of drawings—

Figures 1 and 2 represent longitudinal vertical sections of the two parts of a coupling, constructed according to my invention, fig. 1 showing the position of the drop-block when holding the link, and fig. 2 as when approaching the link for coupling, the parts being constructed alike in all particulars.

Similar letters of reference indicate corresponding parts.

A is the draw-head, which is chambered out for the drop-link and pin, and as seen in the drawing;

B is the drop-block;

C is the link; and

D is the coupling-pin.

The block B is supported loosely in the chamber E of the draw-head, on the inclines seen in dotted lines in the drawing, the block having shoulders on each of its sides which rest on the inclines, so that when not held up and supported by the link, as seen in fig. 1, it is carried down and forward, and takes the position

seen in fig. 2, thus entirely avoiding the use of springs or any other contrivance except the solid block B for holding the link in its proper horizontal position when uncoupled, (as seen in fig. 1,) and for holding the pin and releasing it for coupling. When the link strikes the inclined front surface of the block, as in coupling, the block is raised, and at the same time carried back in the chamber, on the inclines before mentioned, and as seen in fig. 1.

Being forced back, it allows the pin D to drop through the link, from the position seen in fig. 2, when the coupling is complete.

By setting the coupling-pin in the draw-head, with its end resting on the block, as seen in fig. 2, and with the coupling-link held in a horizontal position by the block, as seen in fig. 1, the cars are always ready for coupling without endangering life or limb by going between them.

The advantages of this coupling will be readily understood and appreciated by all who are acquainted with the subject.

Having thus described my invention,

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

1. In combination with the draw-head of a railroad-coupling, the block B, operating on inclines in the chamber E, substantially as shown and described, and for the purposes set forth.

2. The arrangement of the block B, and chamber E, in combination with a railroad-coupling, substantially as shown and described.

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Witnesses:

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