

James Temple Car Coupling.

No. 119,196.

Patented Sep. 19, 1871.

Fig. 1.

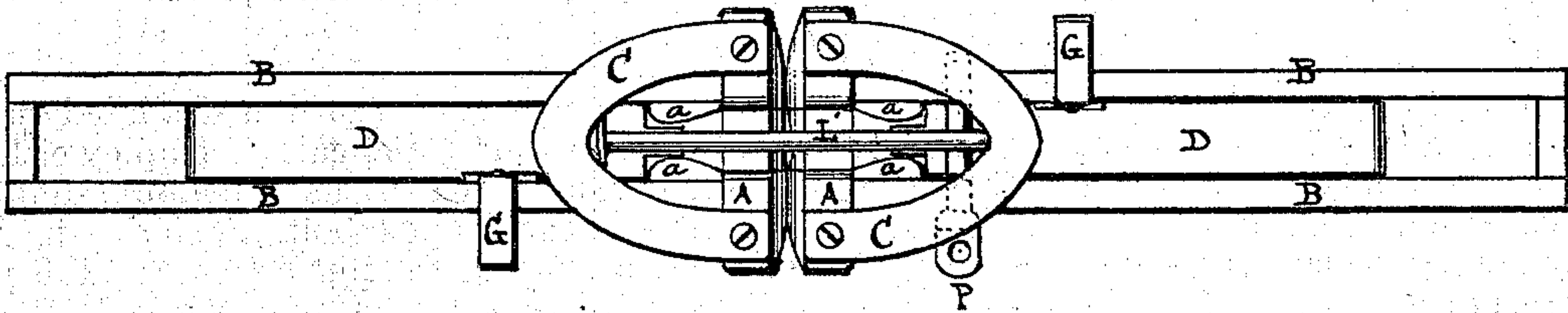


Fig. 3.

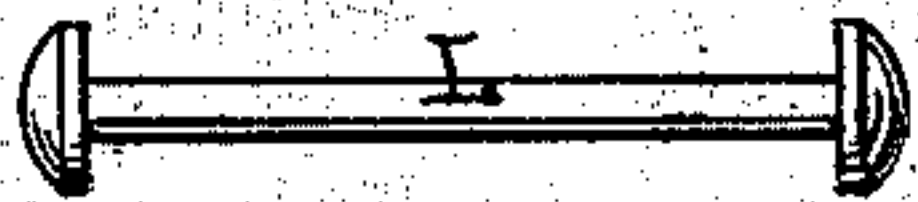


Fig. 4.

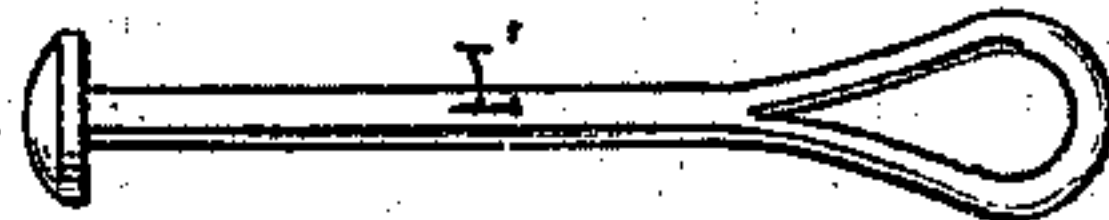
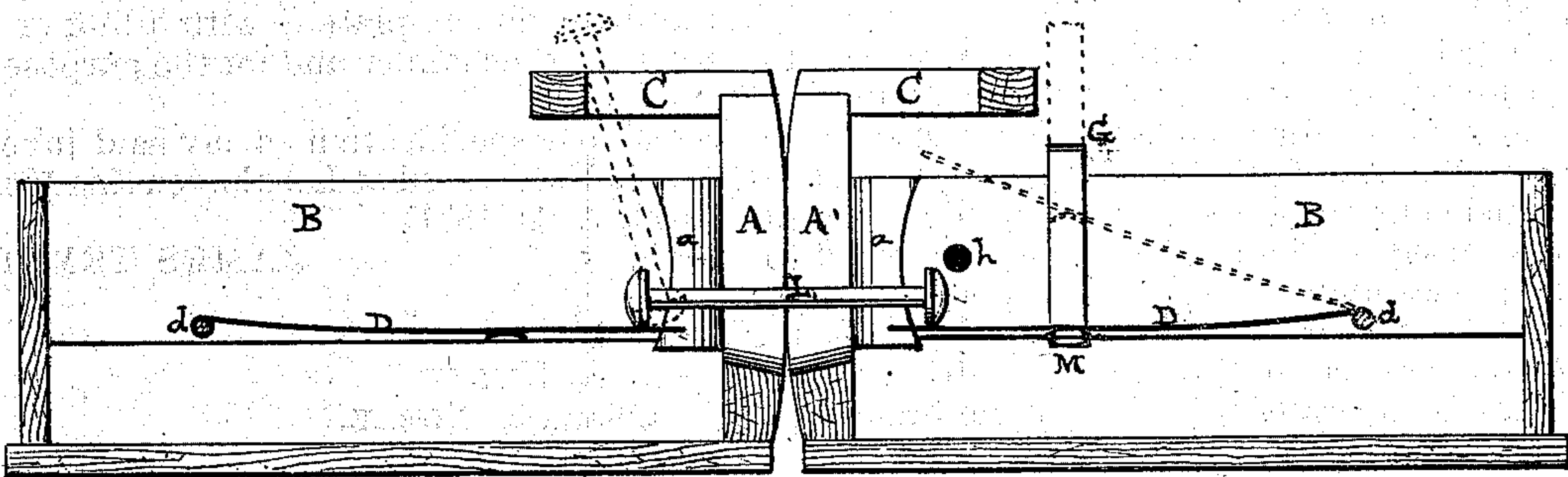


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

JAMES TEMPLE, OF BELLEFONTE, ASSIGNOR TO L. C. KINYON, OF WILLIAMSPORT, PENNSYLVANIA.

IMPROVEMENT IN RAILWAY-CAR COUPLINGS.

Specification forming part of Letters Patent No. 119,196, dated September 19, 1871.

To all whom it may concern:

Be it known that I, JAMES TEMPLE, of Bellefonte, Centre county, in the State of Pennsylvania, have invented an Improved Car-Coupling; and I do hereby declare the following to be a full and correct description of the same, reference being had to the accompanying drawing, in which—

Figure 1 is a top view of my improvement in couplings. Fig. 2 is a longitudinal vertical central section of the same. Figs. 3 and 4 represent coupling-bolts or links.

The same part is marked by the same letter wherever it occurs.

This invention consists in an improvement on the coupling patented by me April 11, 1870, by dispensing with some of the parts and simplifying the construction and operation, my present coupling being made up of an open draw-head with a drop-plate for operating the link or coupling-bolt, in the manner hereinafter more particularly set forth.

In the accompanying drawing, A marks the face-plate of the draw-head, which is open at top, the two upper extremities being connected by the yoke C. The frame consists of the side pieces B and a transverse end piece at the rear. The frame is open at bottom, and between the side pieces B B is hinged, at *d*, the drop-plate D, the forward end of which is narrowed into a tongue, which enters between the guiding-jaws *a a* attached to the rear of the face-plate A. The drop-plate D is supported below by a transverse metallic plate, M, and is raised by angle-plate, G, the lower end of which passes under it, while the upper end is bent outward to form a handle, by which the plate can be raised or lowered at will. This handle may be operated directly by the brakes-

man or by means of a cord or chain led up to the platform or roof of the car. I employ either the double-headed bolt L as a coupling-link, or, if preferred, the looped bolt L', shown in Fig. 4. In the latter case the pin P (see Fig. 1) is passed through holes *h* in the side pieces B B of the frame as well as through the loop at the bolt L'.

The operation is as follows: When it is desired to couple two cars the link is set upon one end, in the position shown in dotted lines in Fig. 2, its upper end resting against the rear angle of the yoke C and its lower end supported by the forward end of the drop-plate D. When the draw-heads strike together the momentum of the link carries it over till it falls between the jaws *a a* of the opposite draw-head. To uncouple, the drop-plate is drawn up by a quick motion, which throws one end of the link up out of the jaws *a a* and into the opening of the opposite draw-head, where it assumes the position shown by dotted lines in Fig. 2.

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

The combination and arrangement of the open face-plate A, guiding-jaws *a a*, yoke C, drop-plate D, and bent raising-plate G with a link or coupling-bolt, in the manner and for the purpose specified.

The above specification of my said invention signed and witnessed at Lockhaven this 19th day of April, A. D. 1871.

JAMES TEMPLE.

Witnesses:

L. B. HYATT,
ORRIN T. NOBLE.