

T. P. CLINES.

Car-Coupling.

No. 133,565.

Patented Dec. 3, 1872.

Fig. 1.

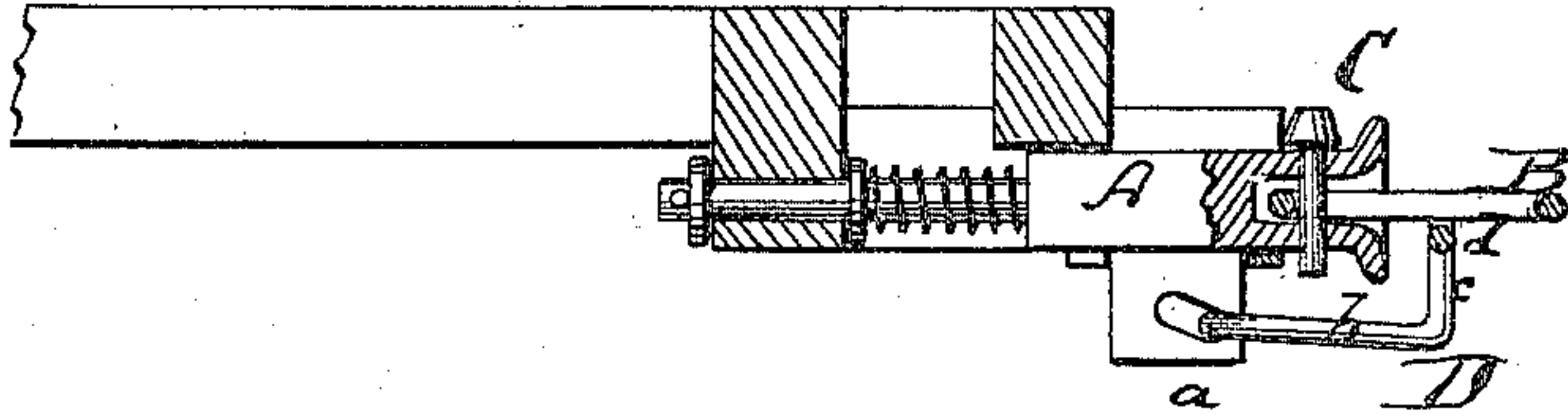


Fig. 2.

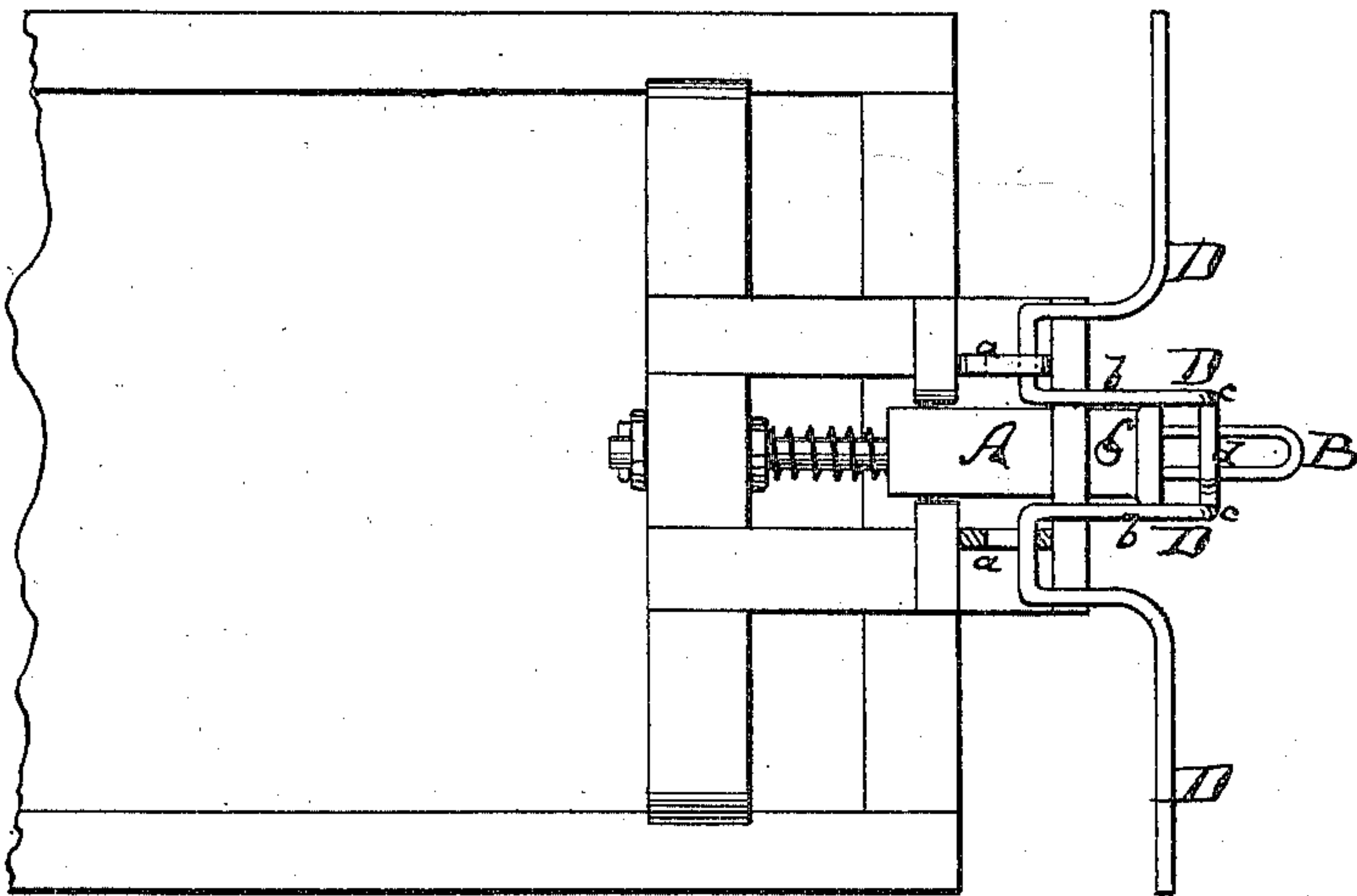
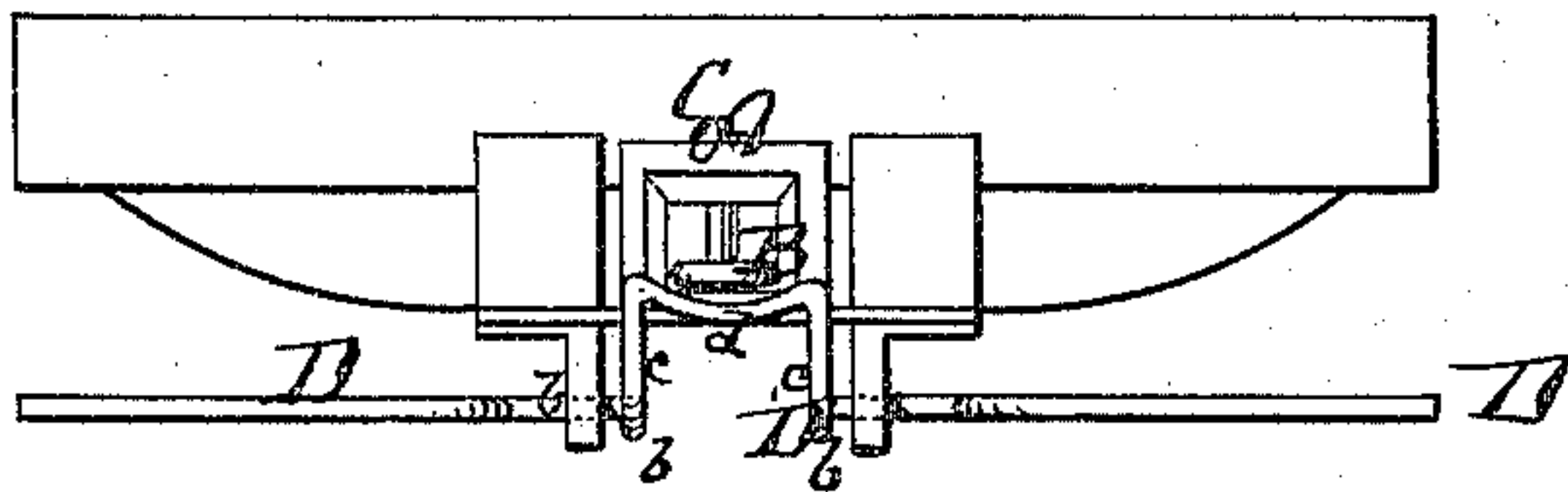


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

THOMAS P. CLINES, OF LOUISVILLE, KENTUCKY.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 133,565, dated December 3, 1872.

To all whom it may concern:

Be it known that I, THOMAS P. CLINES, of Louisville, in the county of Jefferson and State of Kentucky, have invented a new and Improved Coupling-Bar for Railroad Cars, of which the following is a specification:

Figure 1 is a longitudinal vertical section of a draw-head provided with my improved coupling-bar. Fig. 2 is a bottom view of the same, and Fig. 3 a front view.

Similar letters of reference indicate corresponding parts.

This invention relates to a new attachment to cars which are provided with ordinary link and pin couplings; and has for its object to permit the raising the links in position to fit the approaching draw-heads without exposing the attendant to injury between the cars. The invention consists in hanging said bar in slotted ears so that it may yield back when caught between the draw-head, and thus be preserved from being bent out of shape.

A in the drawing represents the draw-head of a railroad car. B is the coupling-link. C, the coupling-pin. From the under side of the draw-head project two slotted ears, *a a*, in which a transverse bar, D, reaching nearly or entirely to the two sides of the car, is supported. The middle of the bar D, between the two ears *a a*, is bent forward, as at *b*, then turned up, as at *c*, the ends of the sections *c* being connected by a section, *d*, which is preferably curved down or V-shaped, as shown in Fig. 3. The ends of the bar D are like crank-

handles, as indicated in Fig. 2, so that the bar can be easily turned to bring the middle section under the link B, in manner shown in Fig. 1, and thereby to raise the link more or less, as may be required to make it enter the opposite draw-head. A person standing at the side of the car can thus conveniently raise the link for coupling two cars, and will not be exposed to the risk of being crushed between the cars. Considerable convenience is thus afforded and many lives may be saved.

The cars *a* have inclined slots for receiving the bar D, said slots being lower in front than toward the car. When the middle portion of the bar D should be caught between two colliding draw-heads the slots will allow the bar to be crowded back, and thus to be preserved from becoming bent out of shape. After the bar is turned down, to leave its middle portion pendent, it will, in the inclined slots, drop forward into position for use.

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

The bar D, having parts *b c d*, combined, as described, with ears *a a*, having inclined slots lower in front, for the purpose of allowing the bar to be crowded back and to remain unbent after being caught between two draw-heads.

THOMAS P. CLINES.

Witnesses:

JOS. MURPHY,

GEORGE P. ALBERT.