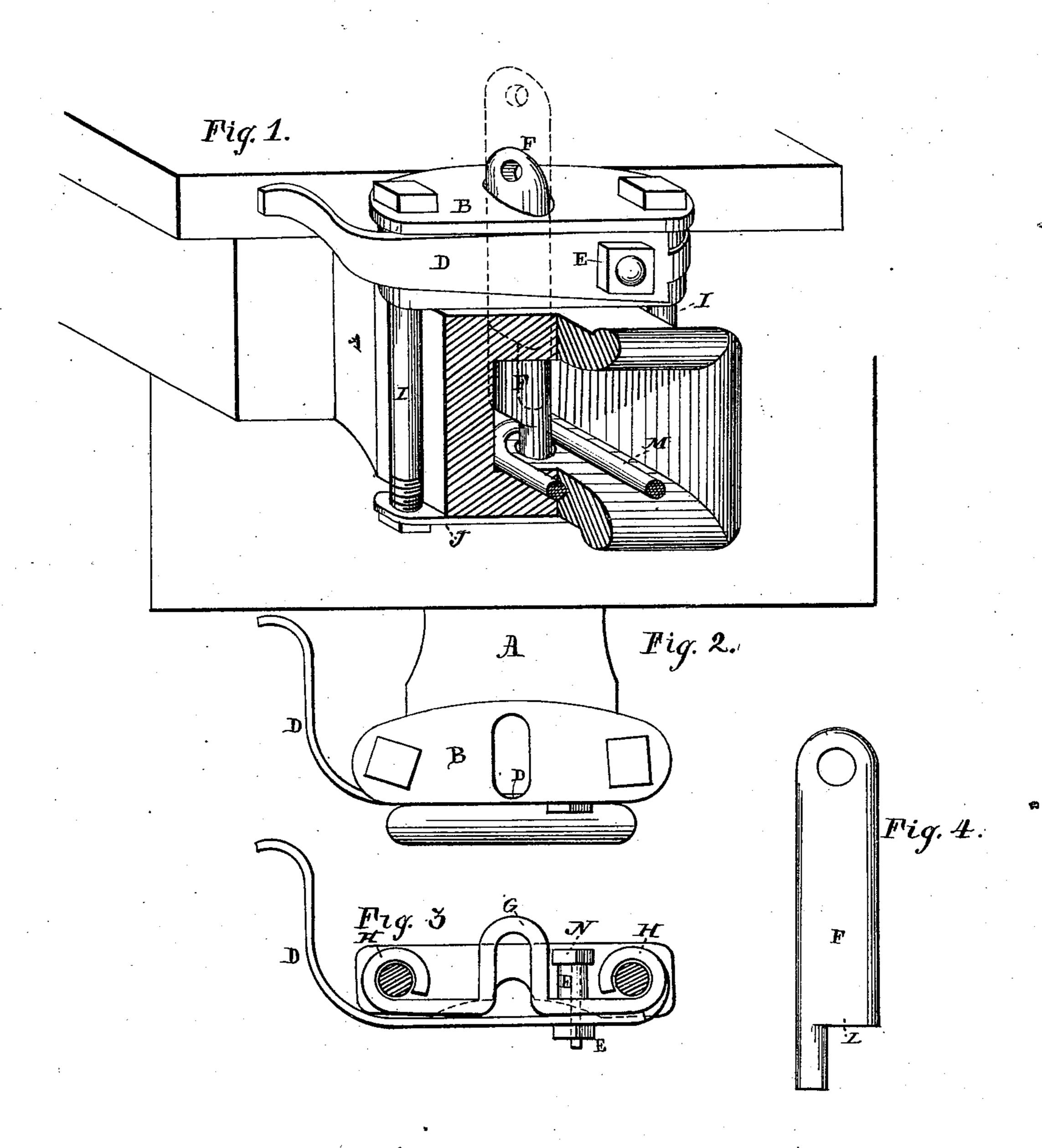
## W. CLINE, Jr. Car-Coupling.

No.160,005

Patented Feb. 23, 1875.



WITNESSES:

MVENTOR.

Min Cline proper Charles 36. Fowler.

Atty.

THE GRAPHIC CO.PHOTO-LITH.39 & 41 PARK PLACE, N.Y.

## 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or spring plate, operating in connection with the coupling-pin, to allow the same to be inserted in the draw-bar, or withdrawn, as desired, and also holding it firmly in place, as will be hereinafter more fully described.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 guidebar 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.