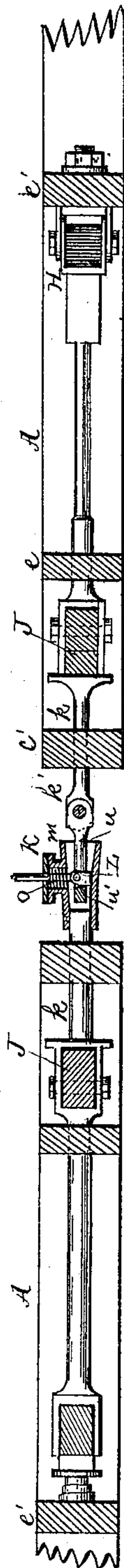
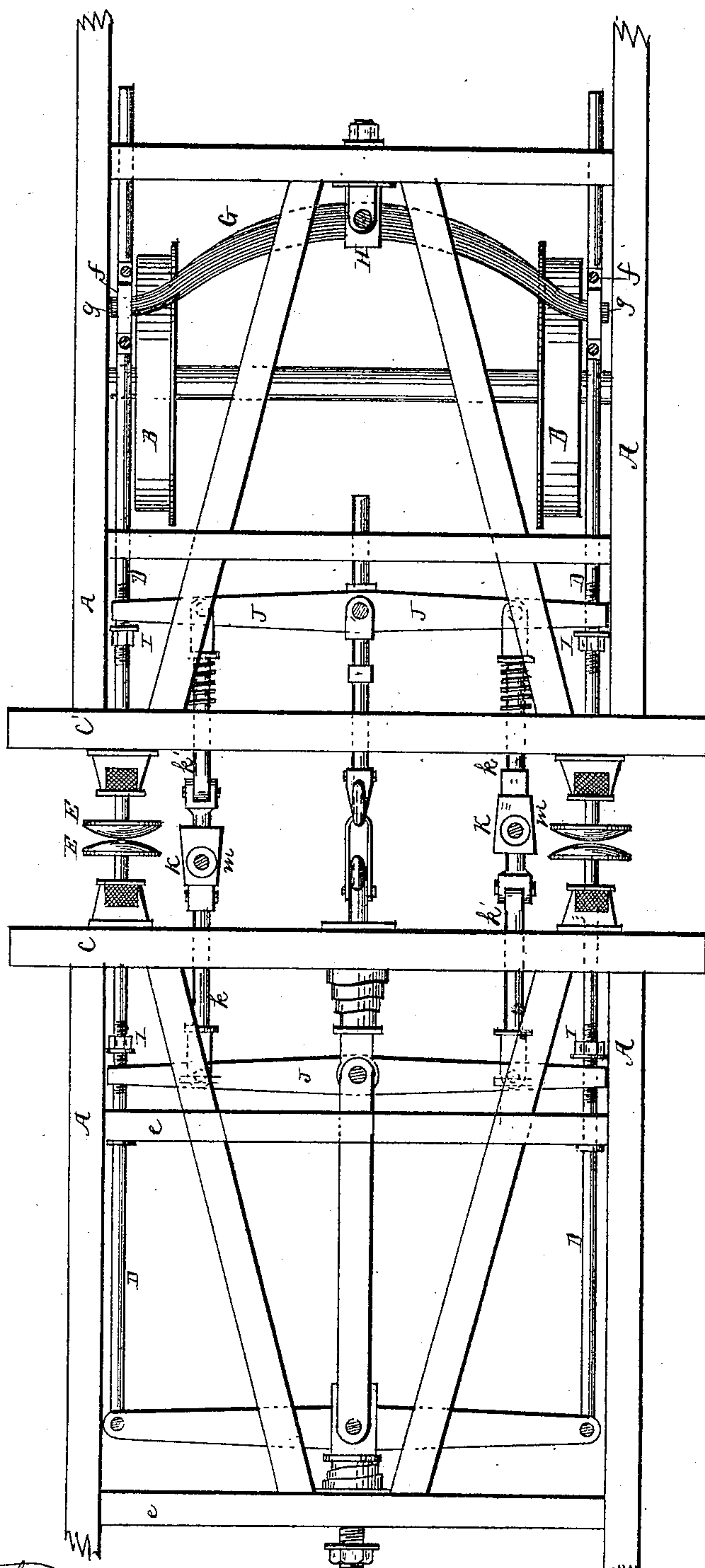


2 Sheets—Sheet 1.

No. 368,320.

Patented Aug. 16, 1887.



WITNESSES:

Rudolph Schretzler
B Arthur Salinger

PER

INVE
Thomas Bolt
James H. Lancaster -

INVENTOR:

ATT'Y.

(No Model.)

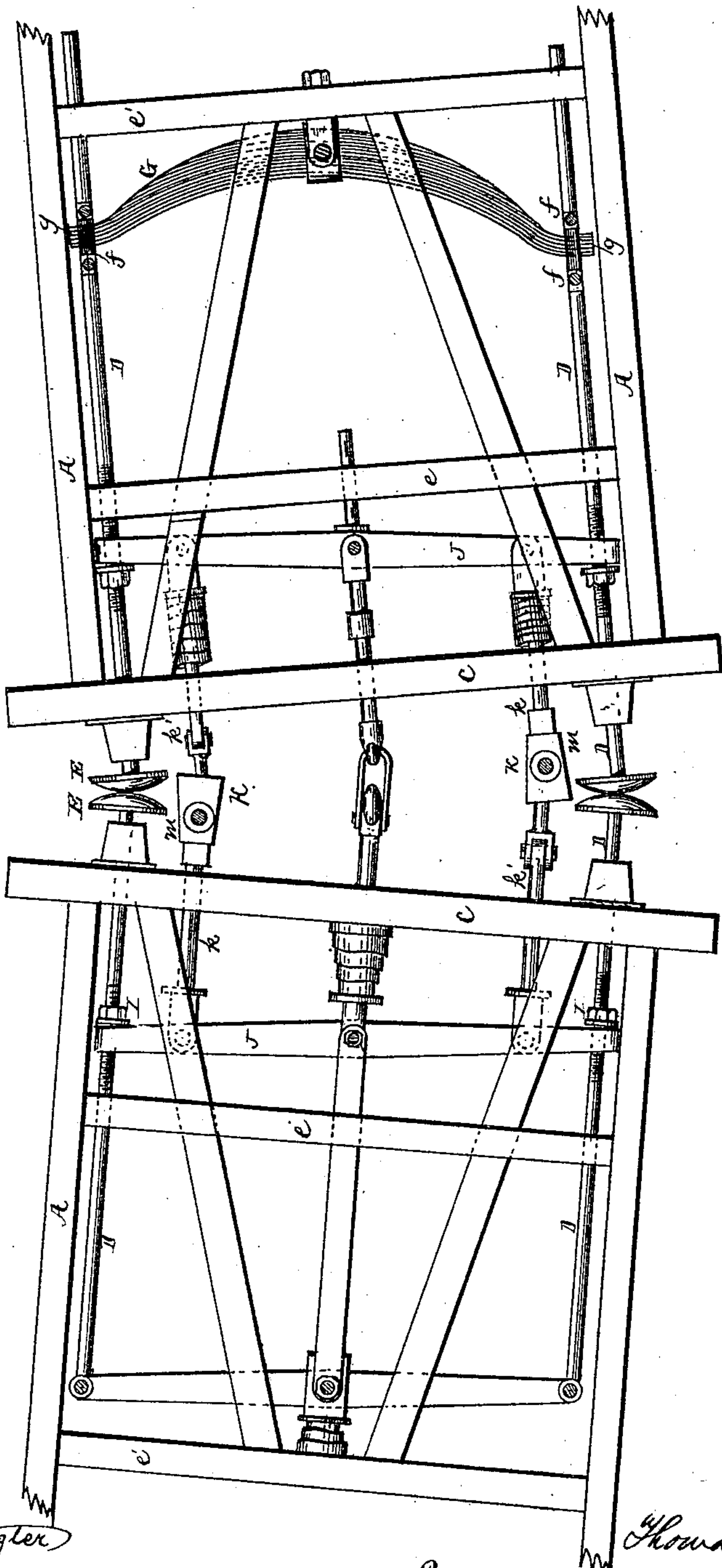
2 Sheets—Sheet 2.

T. BOLT.
CAR COUPLING.

No. 368,320.

Patented Aug. 16, 1887.

Fig III



WITNESSES
Rudolph Schmetzler
B Arthur Salinger

INVENTOR:
Thomas Bolt
Per. James H. Lancaster, Atty

UNITED STATES PATENT OFFICE.

THOMAS BOLT, OF MIDDLESBOROUGH, COUNTY OF YORK, ENGLAND.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 368,320, dated August 16, 1887.

Application filed March 21, 1887. Serial No. 231,753. (No model.) Patented in England May 31, 1884, No. 8,505.

To all whom it may concern:

Be it known that I, THOMAS BOLT, a subject of the Queen of Great Britain, and a resident of Middlesborough, in the county of York, England, have invented certain new and useful Improvements in Couplings, (for which I have obtained a patent in Great Britain, No. 8,505, dated May 31, 1884,) of which the following is a full, clear, and exact specification thereof.

The object of my invention is to produce an adjustable buffer and couplings for railroad-cars.

Referring to the drawings, Figure I is a plan view of the body of a car embodying my invention. Fig. II is a sectional view of the same. Fig. III is a plan view of a car-body, showing the cars going around a curve.

A represents the body of the car, B B the wheels, and C C' the cross-heads.

D D are the buffer-rods with heads E E. These rods D D slide backward and forward within the cross pieces *e e'*, and are at point *f* attached to the ends *g g* of the elliptical springs G. These springs are hinged fast to the cross-bar *e'* by clamps H.

I I are set-nuts placed on the buffer-rods for the purpose of regulating the inward movement of the said rods.

J J are two oscillating bars pivoted to the cross-head C C', and through the ends of the bars pass the rods D D.

K K are the couplings. The rods *k k* of

these couplings are pivoted to the bars J J. The rods *k* have attached the head *m*, and the rod *k'* has fastened to it the tongue-piece *u*, with barbed end *u'* within. The coupling-head is pivoted or hinged to the jaws L, which are raised by hand or other means and held in position by spring *o*. The couplings are arranged on the cars as shown in Fig. I.

By the above arrangement cars are permitted to go around curves without any hinderances from the buffer and couplings, as will be seen in Fig. III. It will there be observed that the couplings and buffer accommodate themselves to the movement of the cars.

What I claim is—

1. The adjustable coupling K, constructed as shown, in combination with oscillating bar J and car-body A, substantially as and for the purpose set forth.

2. In a car-coupling, the combination of coupling K, constructed as shown, and attached to bar J, the buffers E E, with rods D, having set-nuts I, and connected to spring G and acting upon the bar J, all arranged substantially for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 9th day of October, 1886.

THOMAS BOLT.

Witnesses:

JOHN WATSON,

WILLIAM TRUDDLE.