

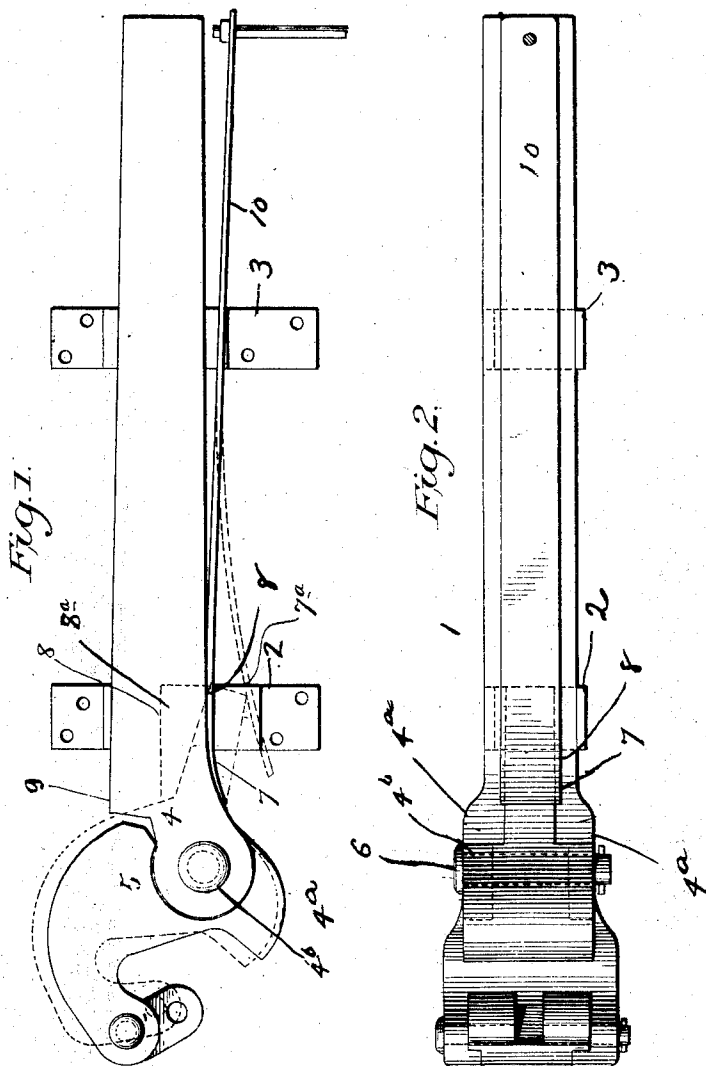
No. 736,892.

PATENTED AUG. 18, 1903.

G. E. TOMLINSON.
FLEXIBLE JOINT FOR CAR COUPLINGS.

APPLICATION FILED AUG. 28, 1902.

NO MODEL.



Witnesses:
William Laaf
D Frank Lowly

Inventor:
Geo. E. Tomlinson

UNITED STATES PATENT OFFICE.

GEORGE EDWARD TOMLINSON, OF PEKIN, ILLINOIS.

FLEXIBLE JOINT FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 736,892, dated August 18, 1903.

Application filed August 28, 1902. Serial No. 121,399. (No model.)

To all whom it may concern:

Be it known that I, GEORGE EDWARD TOMLINSON, a citizen of the United States, residing at Pekin, in the county of Tazewell and State of Illinois, have invented a new and useful Flexible Joint for the Master Car-Builders' Couplers, of which the following is a specification.

My invention relates to car-couplings of the type adopted by the Master Car-Builders, and has for its object to provide a simple and efficient joint for such a coupling which will permit a sidewise movement in rounding curves.

The novel construction employed by me in carrying out my invention is fully described and claimed in this specification and illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of my improved coupler. Fig. 2 is a side elevation of the same.

Like numerals of reference designate like parts in both views of the drawings.

The numeral 1 designates an elongated body which is mounted in keepers 2 and 3, secured to the car and permitting lateral movement of the body. Formed integral with the body 1 is a bifurcated head 4, having rounded cheeks 4^a, between which is mounted a head 5, pivoted on a pin 6, passing through apertures 4^b in the cheeks 4^a. A tail 7 is formed on the head 5 and normally extends in alinement with the longitudinal direction of the body 1 and engages a groove or recess 8, formed in the body 1 just in the rear of the head 4 and in alinement with the slot therein. This recess 8 limits the swing of the head 4 to a movement in one direction from a center line drawn longitudinally through

the body and through the pin 6. The end 7^a of the tail 7 is cut off square to adapt it to engage the rear wall 8^a of the recess to prevent the pin 6 from being sprung in coupling cars. A shoulder 9 on the body 1 adjacent to the head 4 limits the amplitude or arc of the swing of the head 5. A flat spring 10 is mounted in the keepers 2 and 3 with its free end engaging the tail 7 to serve to restore it and consequently the head to their normal straightened-out positions.

I do not wish to be limited as to details of construction, as these may be modified in many particulars without departing from the spirit of my invention.

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

In a car-coupling of the class described, the combination of a body bearing two parallel apertured cheeks and having a longitudinally-extending recess in one side thereof, a head pivotally connected intermediate said cheeks and bearing a tail located to engage said recess to hold said head straightened out and the rear wall of said recess to prevent the pivot-pin of said head from being sprung in coupling, said body having a shoulder thereon and located to be engaged by said head to limit the swing thereof, and a spring bearing on said tail to hold it in said recess, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE EDWARD TOMLINSON.

Witnesses:

DAVID FRANK LAWLEY,
GUY E. HOFER.