

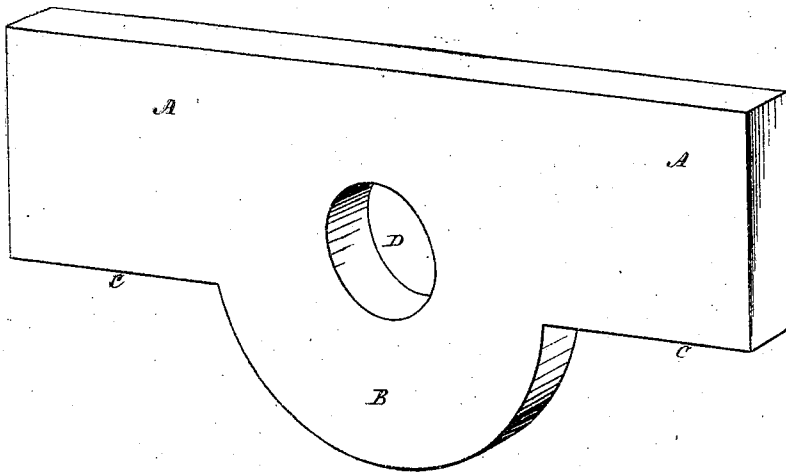
Sheet 1. 3 Sheets

JOHN T. WILSON.

Dies for Cutting Spring or Follower Plates.

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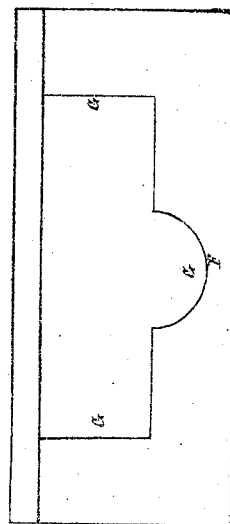
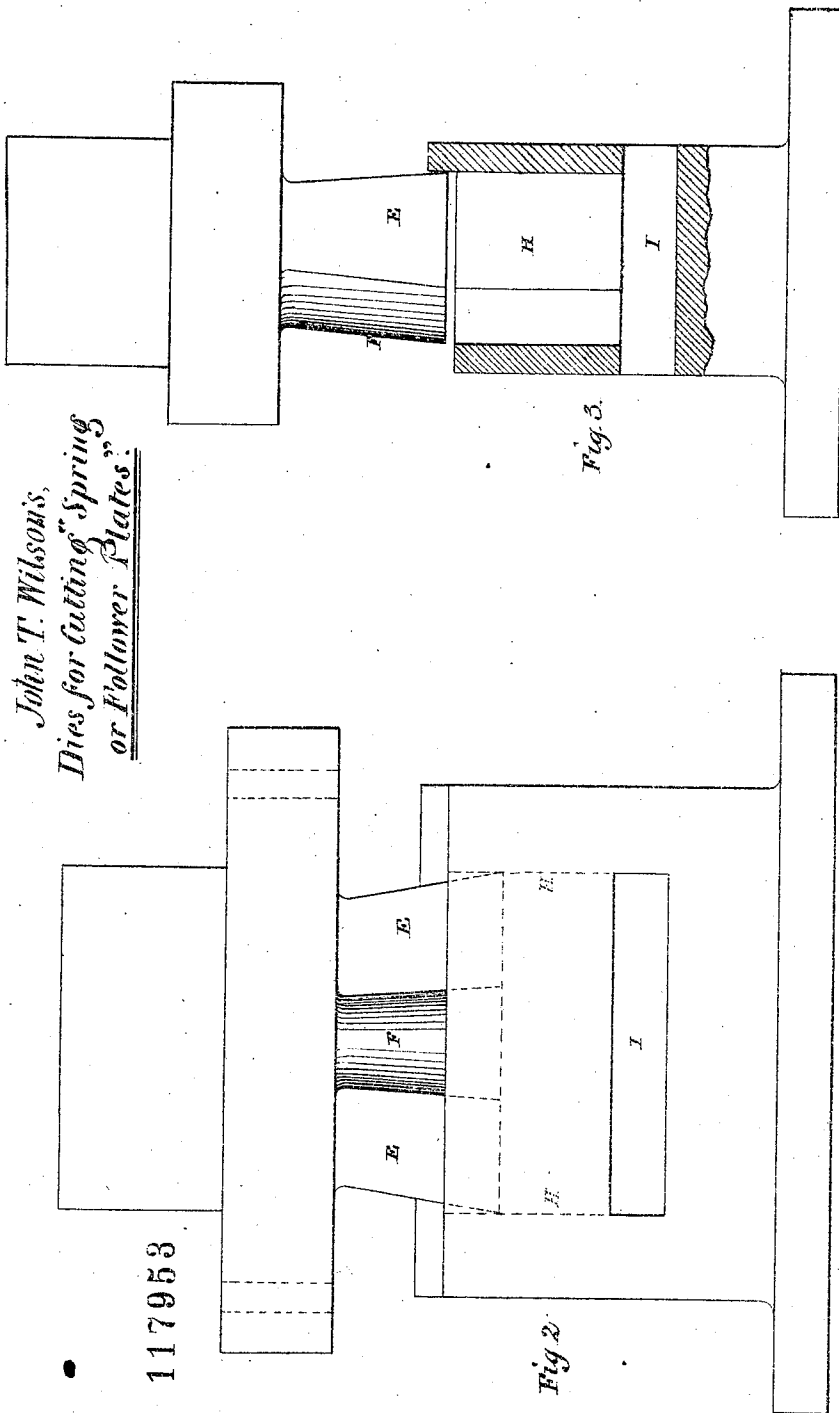
PATENTED AUG 8 1871



Witnesses. } John T. Wilson.
D. H. Low } By atty A. B. Stoughton.
Edmund Masson }

John T. Wilson's,
*Dies for Cutting "Spring"
or Follower Plates.*

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Witnesses.
John T. Wilson.
By Atty. A. B. Douglass.

Fig. 4

Fig. 2

Fig. 3.

John T. Wilson's.
Dies for Cutting "Spring"
or Follower Plates."

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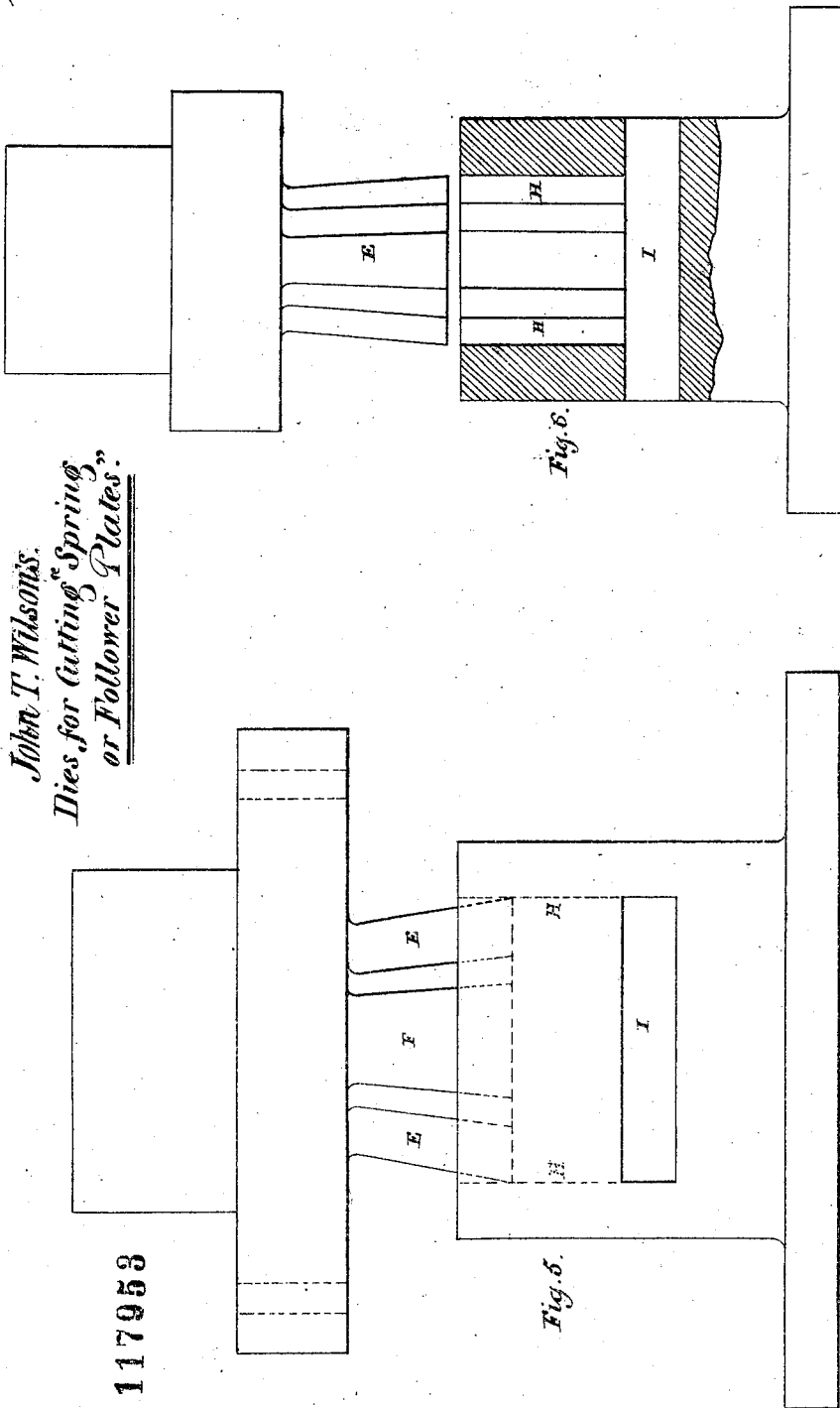


Fig. 5.

Fig. 6.

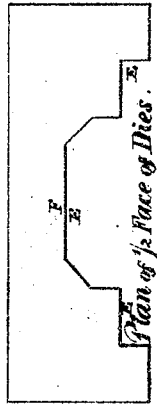


Fig. 7.

Witnesses. } John T. Wilson,
By atty. M. B. Stoughton.

UNITED STATES PATENT OFFICE.

JOHN T. WILSON, OF PITTSBURG, PENNSYLVANIA.

IMPROVEMENT IN DIES FOR MANUFACTURING FOLLOWERS FOR DRAW-BARS OF RAILROAD COUPLINGS.

Specification forming part of Letters Patent No. 117,953, dated August 8, 1871.

To all whom it may concern:

Be it known that I, JOHN T. WILSON, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in the manufacture of what are known as Follower or Spring-Plates for the Draw-Bars of Railroad-Car Couplings; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing and the letters of reference marked thereon making a part of this specification, in which—

Figure 1 represents, in perspective, one of the follower or spring-plates. Figs. 2, 3, 4, 5, 6, and 7 represent dies and counter-dies, by which the spring or follower-plates are punched out.

The follower or spring-plates of car-couplings must be made of wrought-iron, and very stout iron, too, to withstand the strains and sudden jars that they are constantly liable to. They should also be made true, so as to easily and freely move on the ways or bars that hold them, and readily conform to the compression and expansion of the draw-bar spring or springs. Heretofore these plates have been hammered out by hand, and only approximately true, and requiring much after-dressing and fitting.

My invention consists in the hereinafter-described drop and counter-die for producing this article of spring or follower-plates for car-couplings in an almost, if not quite, finished state, and perfectly true in form, by means of such drop and counter-die at one operation, and at one heat, and thus not only expediting and cheapening the article or its production, but making a better, because more true, plate, than it would be possible to do by hand or over an anvil.

The spring or follower-plate consists substantially of a rectangular cross-bar or head, A, a lug or projection, B, shoulders C C, and a round hole,

D, or other shape, if preferred. The draw-bolt or bar, around which the usual spring is wound, or which it encircles, passes through the hole D. The shoulders C sit over and may slide upon the ways or side bars which support them. The lug or projection serves two purposes, viz., it compensates for the otherwise weakening of the iron by punching the hole D, and it acts as a guide to prevent the plate from moving too far laterally. The punching out of these plates between the smooth surfaces of the drop and counter or anvil-die leaves a compact, smooth, and finished surface, which they could not have when wrought out by hand.

Figs. 2 and 3 represent a side and end view of a die and counter-die for cutting or punching out the follower or spring-plates, in which E is the punch or drop-die, being of a general rectangular form, except at F, where there is a projection for forming the projection B on the follower-plate. The shape or faces of the dies are seen at G, Fig. 4. The plate, when punched out, is forced by the follower or punch E through the opening H, and is thence taken out at I. Figs. 5, 6, 7 represent by corresponding letters a modification of the outline of the follower-plate, the die and counter-die having a corresponding outline.

What I claim, and desire to secure by Letters Patent, is—

The drop and counter-die, substantially such as described for punching out a follower or spring-plate for the draw-bars of railroad couplings, of the shape and form herein described and represented, and stamped out at one operation of said drop and counter die, as herein set forth.

JOHN T. WILSON.

Witnesses:

A. B. STOUGHTON,
EDMUND MASSON.