(No Model.)

G. W. WHITTINGTON.

CAR COUPLING.

No. 276,110. Patented Apr. 17, 1883.

Fig. 1.

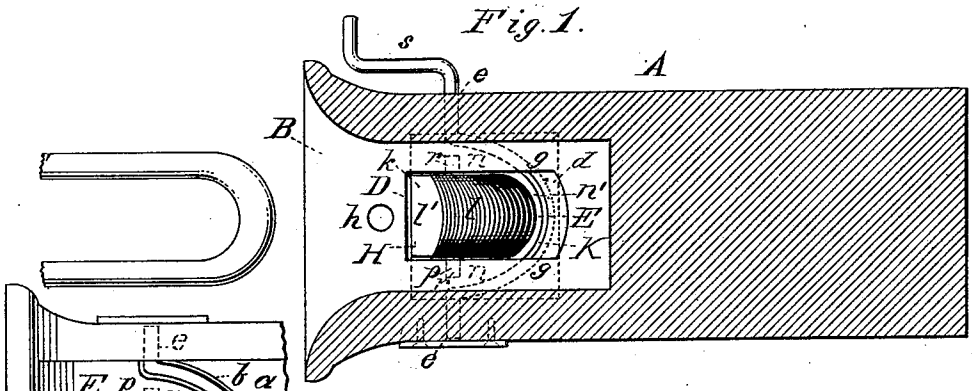


Fig. 4.

Fig. 3.

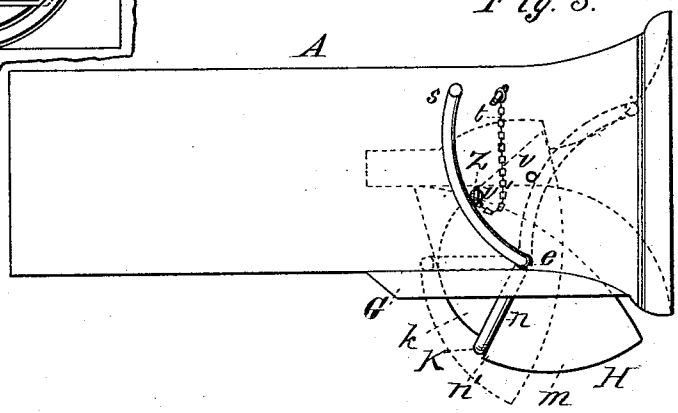
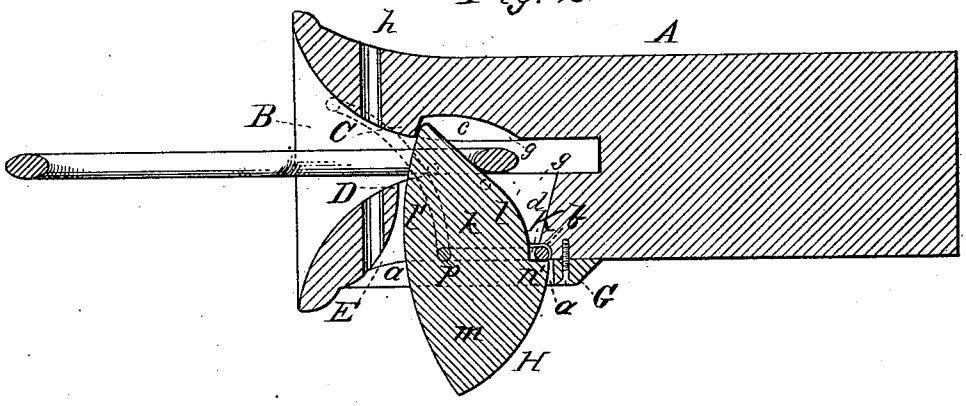


Fig. 2



WITNESSES

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UNITED STATES PATENT OFFICE.

GEORGE W. WHITTINGTON, OF XENIA, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 276,110, dated April 17, 1883.

Application filed December 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. WHITTINGTON, a citizen of the United States, and a resident at Xenia, in the county of Greene and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention in a horizontal section. Fig. 2 is a vertical section. Fig. 3 is a side view of the draw-head, showing the crank-handle and latch-pin. Fig. 4 is a detail plan view of the front portion of the under side of the draw-head.

This invention has relation to means for coupling cars; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and particularly pointed out in the claim appended.

In the accompanying drawings, the letter A designates the draw-head, which is formed with a flaring mouth, B, back of which are the interior upper and lower shoulders, C and D. The bottom of the draw-head is centrally slotted, as indicated at E, for the passage of the stem of the vibratory coupling-tongue F. A rim or guard, G, is formed around the front portion of the bottom of the draw-head, circumscribing a recessed rectangular seat, *a*, in which is formed a curved channel, *b*, extending from one side of the draw-head around the rear end of the slot E to the other side of said draw-head, the ends of the channel *b* communicating with perforations or journal-seats *e*. The mouth of the draw-head is made narrow vertically, and wide from side to side, and its throat is provided on each side of the upper and lower central recesses, *c* and *d*, with lateral guide-ledges *g*. In the upper and lower wall of the flaring mouth perforations *h* are made to facilitate the use of the ordinary coupling-pin when required.

H indicates the coupling-tongue, which consists of a stem, *k*, having parallel sides, convex back *l*, and convex front *l'*, and a lateral and rearwardly-extended lower end, *m*, forming a weight, which acts automatically to keep the stem *k* in the upright position. The upper portion of this weight end is formed with convex lateral shoulders *n*, which are connected by a rear shoulder, *n'*, and which are seated and work in the bottom recess, *a*. The tongue is pivoted to the sides of the draw-head by a transverse pin, *p*, passing through its front portion and through perforations *r* in the draw-head walls.

In the channel *b* is seated the curved portion of a bow-lever, K, the ends of which are seated in the bearings *e*, one of both of said ends being extended to form a crank-handle, *s*, whereby said bow-lever can be turned. The bowed portion of said lever is of proper size to engage the upper shoulder, *n n'*, of the weight end of the tongue H.

A latch-pin, *z*, is connected to the side of the draw-bar by a chain, *t*, and perforations *v* and *v'*, to engage the same, are made in the side of the draw-head—one forward of the other, as shown—whereby the crank-handle can be locked forward or back. When the crank-handle is locked forward the tongue is free to remain in upright position, or in engagement with the upper interior shoulder, C, of the throat of the draw-head. When the crank-handle is locked back the weight end of the tongue is pushed forward and the stem thereof thrown back into horizontal position, so that there will be no coupling when the cars are run together. When the crank-handle is unlatched or locked forward the link, entering the draw-head, will connect with the tongue automatically.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The draw-head having the bottom slot, E, interior shoulders, C D, bottom recess, *a*, and curved channel *b*, in combination with the pivoted tongue H, having the convex front and rear *l l'*, and weighted rod *m*, the bow-lever K, and the latch-pin *z*, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE W. WHITTINGTON.

Witnesses:
G. W. NEVILLE,
O. W. MARSHALL.