

G. W. WHITTINGTON.

CAR-COUPLING.

No. 183,731.

Patented Oct. 24, 1876.

Fig. 1.

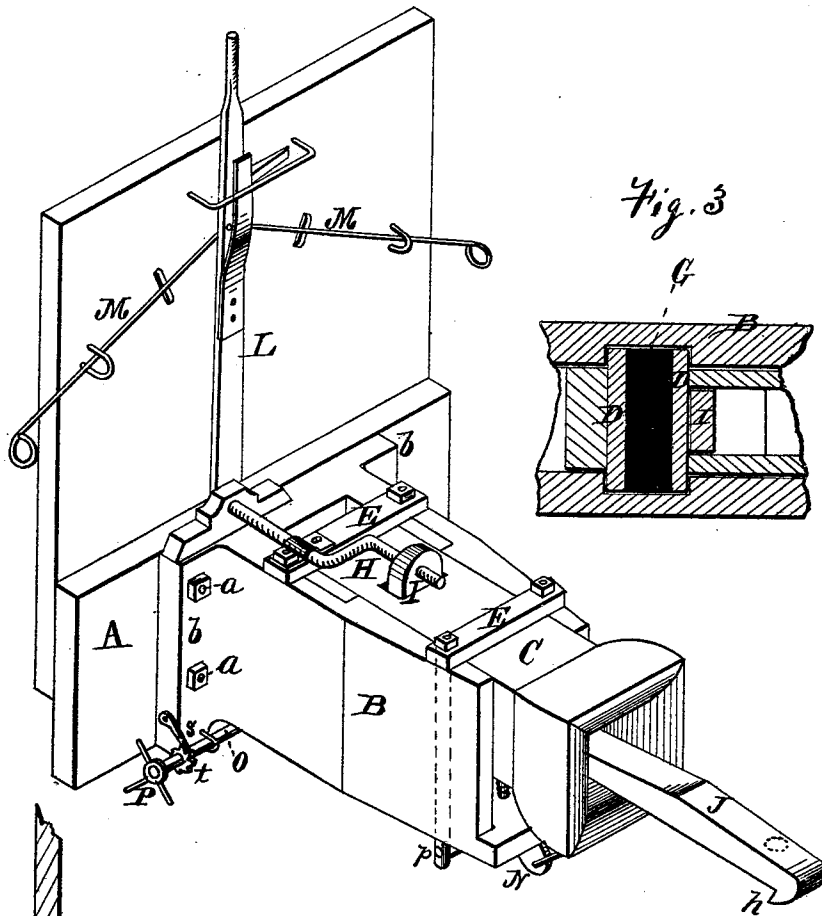


Fig. 3

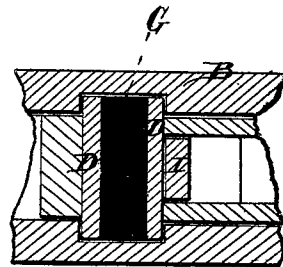
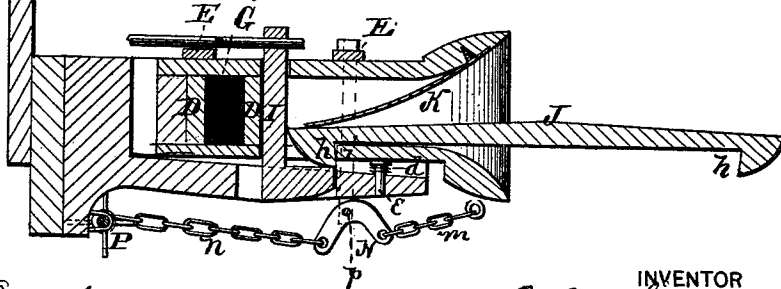


Fig. 2



WITNESSES:

Frank L. Curand
Henry D. Miller

INVENTOR

Geo. W. Whittington
Hanson & Mason
ATTORNEYS

UNITED STATES PATENT OFFICE.

GEORGE W. WHITTINGTON, OF XENIA, OHIO, ASSIGNOR TO JOHN P. MARTIN
AND WM. M. OGLESBY, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **183,731**, dated October 24, 1876; application filed
September 9, 1876.

To all whom it may concern :

Be it known that I, GEORGE W. WHITTINGTON, of Xenia, in the county of Greene, and in the State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view of my car-coupling; and Fig. 2 is a longitudinal section of the same. Fig. 3 is a horizontal section through a part of the draw-head and frame.

A represents the front sill of a railroad-car, to which is bolted a bumper-frame, B. This frame is closed at the bottom, open at the top, and provided at its inner or rear end with vertical side flanges *b b*, through which the fastening-bolts *a a* are passed to secure it to the sill A. In the frame B is placed the draw-head or bumper C, and held therein by means of cross-bars E E fastened on top of the frame, as shown. Under the front portion of the draw-head or bumper C are arranged spiral springs *d*, with guide-pins *e* to hold the mouth of the draw-head up, and still allow it to yield downward, if desired. Through the rear portion of the draw-head C is a horizontal mortise, in which are placed two cross-bars, D D, the ends whereof project into recesses in the sides of the frame B, and between said cross-bars are placed one or more rubber or other springs, G. This spring allows the draw-head to yield to any concussion, and keeps it projected forward to its full extent. On top of the frame B, in suitable boxes, is placed a crank, H, the forward end of which is passed through the upper end of an L-shaped slide, I. This slide

passes vertically through the draw-head and bottom of the frame B, said bottom of the frame having an enlarged slot to allow for the backward and forward movement of the slide when the draw-head is moved backward or forward, and the slot in the bottom of the draw-head is large enough to allow the horizontal part or foot of the slide to move upward into the same. J represents the coupling-bar, which is formed with a hook, *h*, at each end. When this bar is inserted in the draw-head the inner end thereof is pressed down by a spring, K, so that the hook *h* will enter the slot in the bottom of the draw-head and fasten on the shoulder *i*, as shown in Fig. 2. The spring K is fastened in the roof of the mouth of the draw-head, and extends backward and downward, its inner loose end pressing down upon the inner end of the draw-bar. For uncoupling the cars the inner end of the crank H is provided with a lever, L, extending up along the end of the car. By the aid of this lever, the crank H is turned in its boxes, so as to raise the slide I and cause the foot of said slide to raise the coupling-bar J off from the shoulder *i*, when the bar can be drawn out. By attaching rods M M to the lever L, the cars may be uncoupled from either side as well as from the top. Under the frame B is hung a rock-shaft, *p*, with elbow-lever N secured thereon. One arm of this lever is, by a chain, *m*, connected with the front end of the draw-head, and the other arm of the lever is, by a chain, *n*, connected with a shaft, O, hung under the inner end of the frame B. The shaft O is provided with a hand-wheel, P, and ratchet-wheel *t*, as shown, and a pawl, *s*, takes into said ratchet-wheel. By this device the front end of the draw-head may be pulled downward, and held in such depressed position when coupling cars of different height.

The coupling-bar J may be used in ordinary pin-and-link coupling draw-head by having a hole near each end, as shown by dotted lines in Fig. 1.

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

1. The buffer-frame B, having bottom and

sides, and open at the top, and provided with vertical side flanges *b b* at its inner end, bolted to the car, substantially as herein set forth.

2. The draw-head, having buffer-frame B, with cross-bars E E, draw-bar C, with cross-bars D D, having interposed spring G, and springs *d d* under the front of the draw-bar, substantially as and for the purposes herein set forth.

3. The combination of the buffer-frame B, having a slot in its bottom, the sliding buffer C, the L-shaped slide I, crank H, and operating-lever, and the draw-bar J with rounded hooks *h* on its ends, all constructed substantially as and for the purposes herein set forth.

4. The combination of the draw-head C with its front end resting on springs *d d* in the buffer-frame B, the chain *m*, elbow-lever N, chain *n*, and shaft O, with hand-wheel, pawl, and ratchet, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 31st day of August, 1876.

G. W. WHITTINGTON.

Witnesses:

WARREN ANDERSON,
A. L. OGLESBEE.