

J. P. WHIPPLE.
Car-Couplings.

No. 137,642.

Patented April 8, 1873.

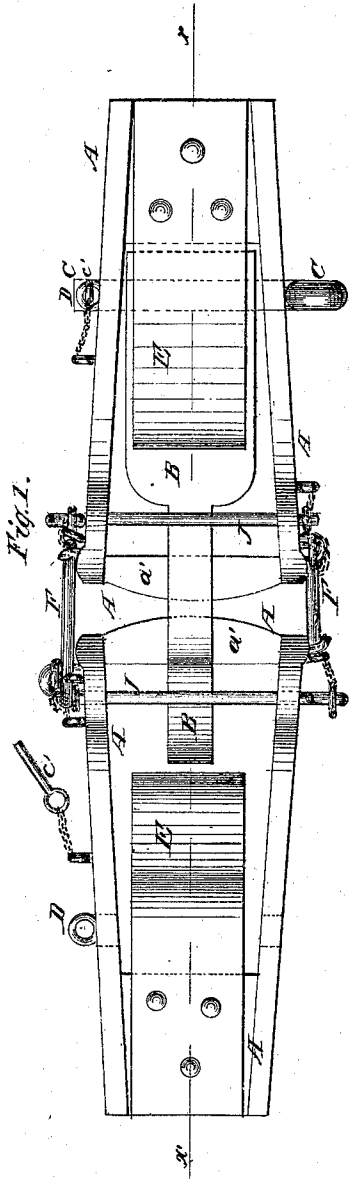


Fig. 1.

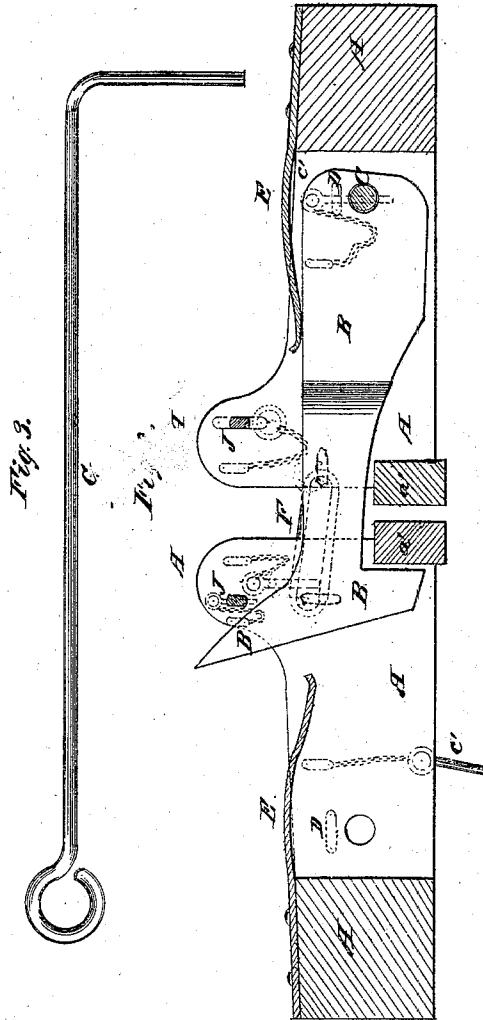


Fig. 2.

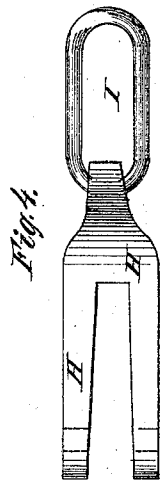


Fig. 3.

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UNITED STATES PATENT OFFICE.

JOHN P. WHIPPLE, OF WHITEWATER, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **137,642**, dated April 8, 1873; application filed February 15, 1873.

To all whom it may concern:

Be it known that I, JOHN P. WHIPPLE, of Whitewater, in the county of Walworth and State of Wisconsin, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

Figure 1 is a top view of my improved car-coupling. Fig. 2 is a vertical longitudinal section of the same taken through the line *y y*, Fig. 1. Fig. 3 is a detail view of the hooked rod for uncoupling the cars from their tops. Fig. 4 represents a device which is useful as an adjunct of the coupling proper to adapt it for use or connection with an ordinary coupling.

The invention is an improvement in the class of couplings wherein pivoted spring-hooks are employed; and it relates to the means of locking the coupling-hooks, as hereinafter described.

A represents the bumper-heads of two adjacent cars, the forward ends of which are slotted vertically, a bar, *a'*, being left at the lower part of their ends to receive the hook B and sustain the draft. The rear end or shank of the hook B is pivoted in the inner end of the slot in the bumper-head A by a pin, C, which passes horizontally through a hole in the bumper-head and in the said hook. The pins C are locked in place by small pins C', which pass down vertically through a staple, D, and through a hole in the forward end of the pin C. The staple D keeps the pin C from turning, and thus prevents the possibility of the pin C' dropping out. The forward end of the hook B is inclined, and is extended upward above the body of the hook, so that as the cars are run together the inclined end of the hook may strike against the pin C', rise, pass over, and catch upon the bar *a'*, even should the cars differ materially in height. The hooks B are held down upon the pins C by springs E, the rear ends of which are attached to the solid

rear parts of the bumpers A, and their forward or free ends rest upon the tops of the said hooks B. When the train is made up the connection between the cars is further secured by the two links F, one end of each of which is secured to the opposite sides of the opposite bumpers A so that their other ends may be passed over staples attached to the other bumpers, when they are secured in place by pins passed through said staples upon the outer side of said links. J are pins which are passed transversely through holes in the forward upper part of the bumper A, above the free or hooked end of hook B, and in the rear of the upwardly-projecting forward part of said hook to prevent the said hook from becoming accidentally detached. All the pins are secured to the bumper-heads by short chains, so that they may be always at hand ready for use when required. The butt ends of all the pins have eyes or loops formed upon them for heads, so that they may be readily withdrawn by the hooked rod G, which is made of such a length that it may be used from the top of a car for uncoupling. H is a block, which is made of such a size as to fit into the slot of the bumper-head A, where it is secured in place by one of the pins C. To the other or forward end of the block H is pivoted an ordinary link, I. The block H and the link I are designed for use in coupling to a car provided with an ordinary coupling.

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

The combination of the pins J and their locking-pins with the bumpers A and hook B, substantially as herein shown and described.

JOHN P. WHIPPLE.

Witnesses:

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