

G. UTLEY.
CAR-COUPLING.

No. 176,099.

Patented April 11, 1876.

Fig. 1.

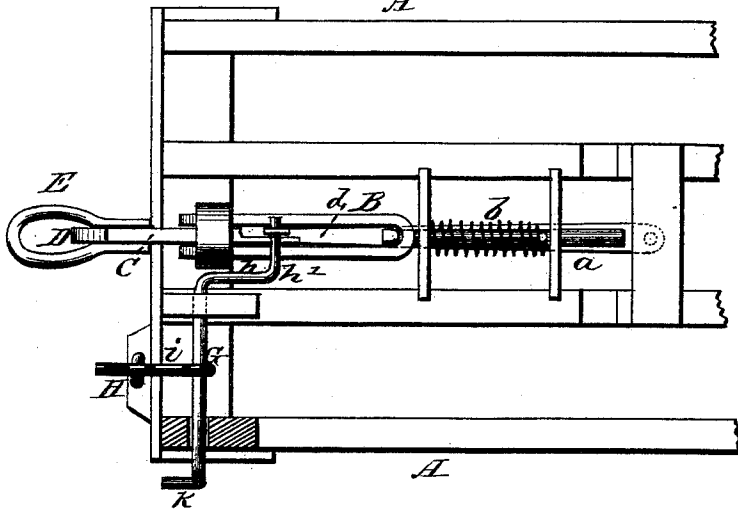
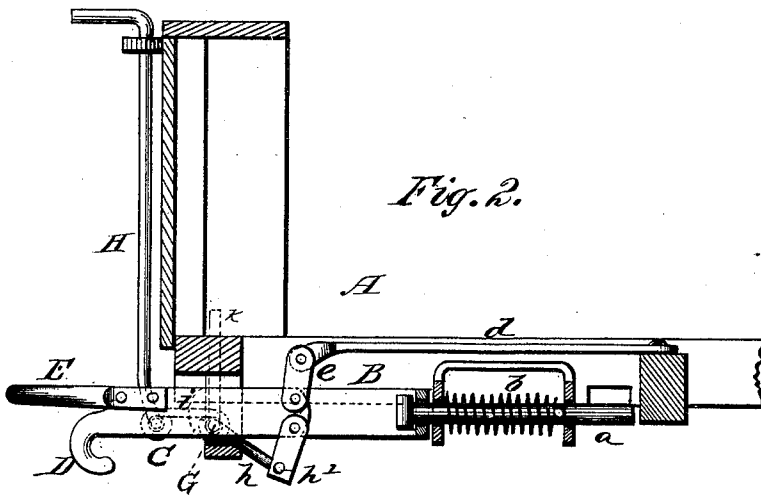


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GABRIEL UTLEY, OF EDGEFIELD, TENNESSEE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **176,099**, dated April 11, 1876; application filed January 13, 1876.

To all whom it may concern:

Be it known that I, GABRIEL UTLEY, of Edgefield, in the county of Davidson and State of Tennessee, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which forms 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 bottom view, and Fig. 2 is a central vertical section, of my invention.

A represents the end of a railroad-car of any ordinary construction, under which is arranged a draw-bar made in two parts, B and C. The rear part B is slotted longitudinally from the front end backward for a suitable distance, and has a rod, *a*, extending from its rear end passing through suitable guides, with a spring, *b*, surrounding the same, as is usual in some classes of draw-bars. The front draw-bar C is inserted in the slot of the rear draw-bar B, and pivoted in the front end thereof. The rear end of the pivoted draw-bar C is, by a link, *e*, connected with a spring, *d*, above it in the truck frame, for holding the same in its proper horizontal position. The front end of the pivoted draw-bar C is formed with a hook, D, and has a clevis, E, firmly secured to it. On one draw-bar the hook is above the clevis, and on the opposite one the position is reversed, so that when two cars are brought together a double coupling is formed, making it twice as strong as the ordinary coupling. G is a shaft at the end of the car, on one side

of the draw-bar. This shaft is provided with three arms, *h*, *i*, and *k*. The inner arm *h* is, by a link, *h'*, connected with the rear end of the front pivoted draw-bar C. The middle arm *i* connects with a rod, H, running to the top of the car, and the outer arm *k* either forms or is provided with a handle at the side of the car.

By these means the cars may be coupled and uncoupled either from the top or the side of the car. The draw-bar being jointed allows it being adjusted, so as to couple cars of unequal height; and the hook D and clevis E, being stationary with the front section of the draw-bar, will move with said section, so as to couple and uncouple the cars.

I am aware that it is not new in car-couplings to make the draw-head in two parts, and pivoted so that the front section will move laterally; hence I disclaim such as being my invention.

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

1. The combination of the pivoted front draw-bar C, link *e*, and spring *d*, for the purposes herein set forth.

2. The combination of the pivoted front draw-bar C, link *h'*, shaft G, having arms *h i k*, and the rod H, all substantially as and for the purposes herein set forth.

3. The combination of the jointed draw-bar B C, hook D, clevis E, link *e*, spring *d*, link *h'*, shaft G, with arms *h i k*, and the rod H, all constructed substantially as and for the purposes herein described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

GABRIEL UTLEY.

Witnesses:

L. M. TEMPLE,
CHARLES MORLEY.