

(No Model.)

J. L. & J. E. WHITE.
CAR COUPLING.

No. 531,490.

Patented Dec. 25, 1894.

Fig. 1.

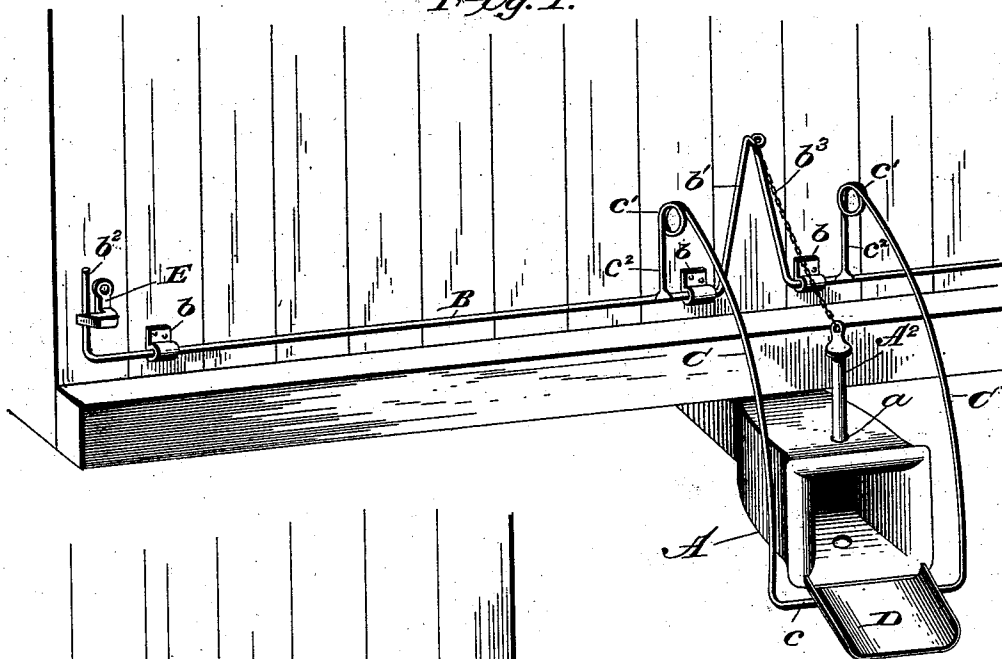
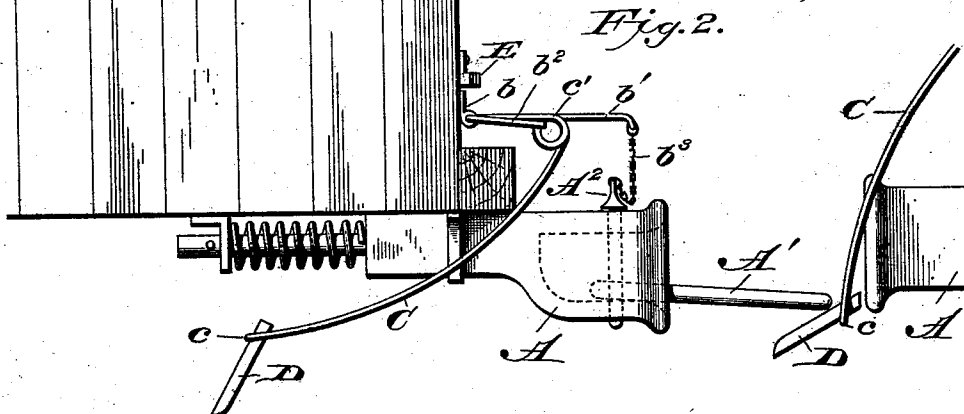


Fig. 2.



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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 531,490, dated December 25, 1894.

Application filed August 30, 1894. Serial No. 521,746. (No model.)

To all whom it may concern:

Be it known that we, JOHN LAWSON WHITE and JOHN EDWIN WHITE, citizens of the United States of America, residing at Wakefield, in the county of Sussex and State of Virginia, have invented certain new and useful Improvements in Car-Couplings; and we do hereby 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 of reference marked thereon, which form a part of this specification.

The object of our invention is to provide a car coupling and uncoupling device which is cheap and simple in construction and is adapted to be applied to the ordinary link and pin type of car-couplings, the device embodying means for manipulating the coupling-pin from either side of the car, as well as means for guiding the link into the drawhead, the latter having a yielding movement for the purpose hereinafter set forth; and our invention consists in the special construction and combination of the parts, as will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawings, which form part of this specification, Figure 1 is a perspective view showing our invention applied, and Fig. 2 is a side view showing two drawheads in the act of coupling.

A designates the drawhead which is attached to the under side of the car body in the usual manner and is of the ordinary construction employed with the link and pin type of car couplings—having a bell-shaped mouth and vertical apertures *a* for the coupling-pin.

On each end of the car at a suitable distance above the drawhead A is journaled a rock-shaft B which is mounted in bearings *b* and extends from one side of the car to the other, the ends being bent as shown to provide operating handles *b*². This rock-shaft is provided centrally with an outwardly bent portion or loop *b*¹ which moves immediately over the drawhead A and is connected to the coupling-pin A² by means of a chain *b*³, so that

by rocking the shaft from either side of the car the coupling-pin will be raised and lowered for coupling and uncoupling the cars.

C designates the frame which supports the link-guide D, and this frame is made up of a single length of steel rod which is bent at its center to present the straight portion *c* from which the side members extend parallel with each other and are provided near their inner ends with coils *c*¹ from which the end portions *c*² extend and are rigidly secured to the rock-shaft B so as to project therefrom on a line with the loop portion *b*¹. The link-guide D is rigidly secured in any suitable manner to the connecting portion *c* of the frame C, and consists of a plate the side edges of which are turned-up as shown.

The rock-shaft is held in position with the parts elevated for coupling by means of a catch E which is pivoted to the end of the car so that it may be swung to engage the operating handles of the shaft.

By attaching the frame C to the rock-shaft as shown and described it will be seen that when the shaft is turned to elevate the coupling-pin the frame is moved to bring the link-guide in front of the drawhead in such position that its rear end will be on a line with the lower part of the mouth of the drawhead from which it inclines downwardly, so that the link in the approaching drawhead will be properly guided to effect the coupling of the cars, and when the link has entered the drawhead the operator releases the handle so that the coupling-pin will fall and the link-guide moved under the car body out of the way. It will be noted that should the operator hold the rock-shaft too long in the position with the parts elevated there would be no chance of the frame C being injured by contact with the drawhead of the other car, as the coils *c*¹ would take up the sudden jar and permit the link-guide to be forced under the drawhead. This same operation takes place more particularly when the rock-shaft is locked by means of the catch E, in which case the link can enter the drawhead without coupling as is sometimes required in shifting or pushing cars in a yard or on to a side track.

The coupling and uncoupling device here-

inbefore described is very simple in construction and is effective in operation, there being but few parts and none which are liable to get out of order or become broken in use.

5 We are aware that prior to our invention it has been proposed to construct a car coupling and uncoupling device with a rock-shaft having parts which are connected to the coupling pin and support a link-guide which is moved
10 in front of the drawhead as the coupling-pin is elevated, and we do not claim such construction broadly as our invention; but

What we do claim as new, and desire to secure by Letters Patent, is—

15 1. In combination with the ordinary link and pin style of car-couplings, a rock-shaft B journaled on the end of the car and provided with end handles b^2 and central projecting portion b' which is connected to the coupling-
20 pin, together with a yielding frame C rigidly secured to the shaft B on each side of the projecting portion b' and consisting of side members and a connecting portion c the side members being coiled upon themselves as shown
25 at c' , and a link-guide or plate D rigidly secured to the connecting portion c of the frame,

substantially as shown and for the purpose set forth.

2. In combination with the ordinary link and pin style of car-couplings, of a rock-shaft 30 B journaled on the end of the car and provided with end handles b^2 and central projecting portion b' which is connected to the coupling-pin, a yielding frame C rigidly secured to the shaft B on each side of the projecting 35 portion b' and consisting of a bar bent to present side members and a connecting portion c , the side members being coiled upon themselves as shown at c' , a link-guide or plate D rigidly secured to the connecting portion c of 40 the frame, and a swinging catch E pivoted to the side of the car so as to engage the operating handle, substantially as shown and for the purpose set forth.

In testimony whereof we affix our signatures 45 in presence of two witnesses.

JOHN LAWSON WHITE.
JOHN EDWIN WHITE.

Witnesses:

THOS. T. ALLEN.
J. E. RICHARDSON.