

GEORGE WORDEN.

Improvement in Car Couplings.

No. 122,509.

Patented Jan. 2, 1872.

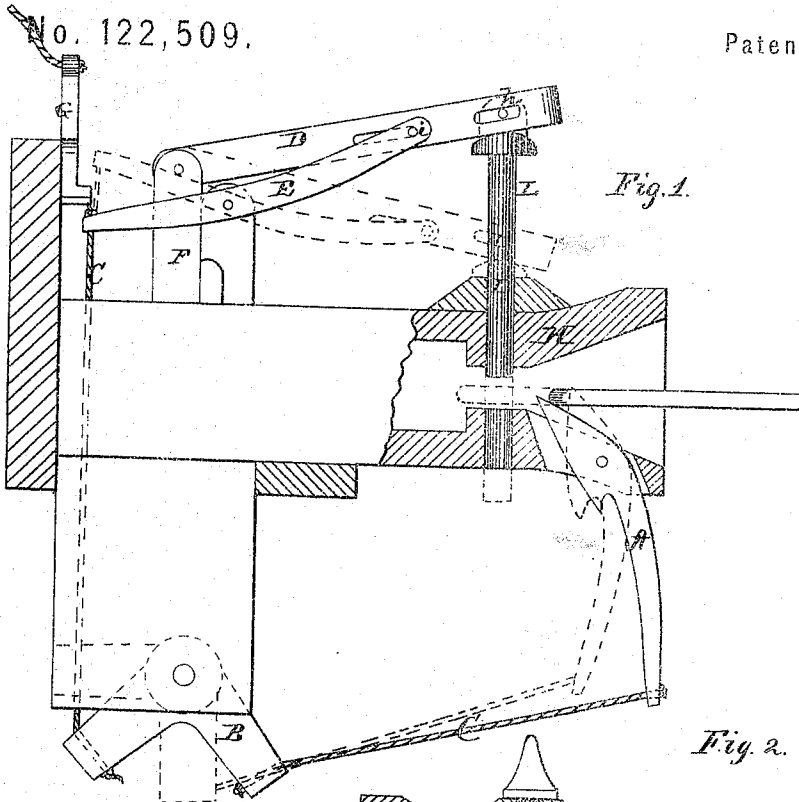


Fig. 1.

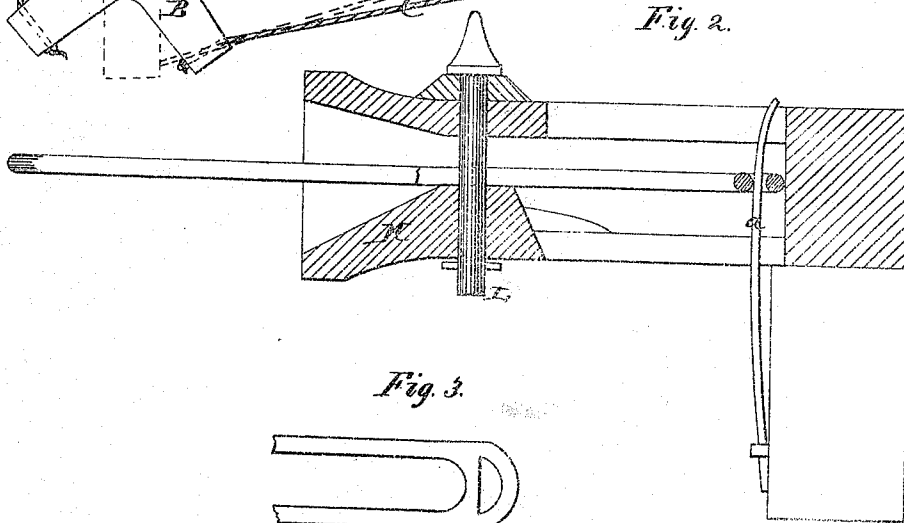


Fig. 2.

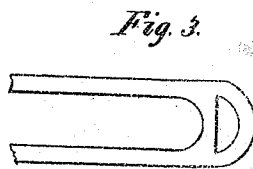


Fig. 3.

Witnesses:

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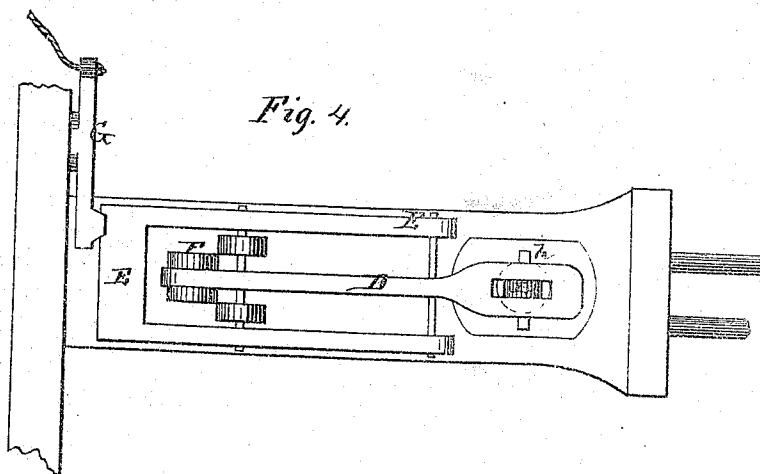
(2 Sheets) Sheet 2.

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UNITED STATES PATENT OFFICE.

GEORGE WORDEN, OF PITTSTON, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 122,509, dated January 2, 1872.

I, GEORGE WORDEN, of the borough of Pittston, county of Luzerne and State of Pennsylvania, have invented certain Improvements in Coupling Railroad Cars, of which the following is a specification:

Nature and Objects of the Invention.

My invention relates to the coupling of railroad cars automatically in such a manner that the cars being pushed or run together immediately become connected.

Description of the Accompanying Drawing.

Figure 1 is a side view, part in longitudinal section, of a draw-head with my coupling attached. Fig. 2 is a longitudinal vertical section of the opposite draw-head. Fig. 3 is a plan view of the end of the coupling-link, and Fig. 4 is a plan view of the draw-head with the coupling attached.

General Description.

H is a draw-head with a wide opening at the end to admit of the link, and with a narrow throat where the connecting draw-bolt L passes through, to prevent the bending of the draw-bolt by the drawing of the car. A is a lever which is first struck by the link, shown in Fig. 1, on the cars coming together. C C are chains connecting the levers A B E D, by which motion is communicated from the lever A through the levers B, E, and D, to the draw-bolt L. The draw-head H has a slotted upright or standard passing through it to which the levers E and B are pivoted, and through the slot of which the upright chain C passes, and is protected from coming in contact with anything likely to jerk it and raise the lever D. The lever E is connected to the lever D at *i* by a rivet passing through the lever E, and working in a slot of the lever D. The draw-bolt L is also connected to the lever D by a rivet and slot, as shown at *h*, and is so arranged that the bolt or draw-bolt L cannot be

drawn out of the draw-head H unless the lever E be first disconnected from the lever D or the upright F. The metallic spring *a* is for drawing the connecting-link back in the draw-head and keeping it in position for coupling when the cars are run together.

The link being in position, as shown in Fig. 1, when the cars come together the link strikes the upper end of the lever A, shoving it back into the draw-head H, in the position shown in the drawing, and causes the lower end of the lever A to draw on the chain C, and by the levers B and E the motion is communicated to the lever D which raises the draw-bolt L, allowing the connecting-link to pass it, when the lever A having passed into the opening of the connecting-link, allowing it to fall back to an upright position, the force of gravity causes the draw-bolt to drop down through the opening of the link, and firmly connects the draw-heads together.

To unconnect them the foot can be pressed down on the back end of the lever E, or a small friction-lever, G, may be used, as shown in the drawing, if desired.

Claims.

I claim as my invention—

1. The lever A, pivoted in the bottom of the draw-head, and so connected with the coupling-pin L that when the coupling-link enters the draw-head and strikes said lever the pin will be raised to admit the link, substantially as herein set forth.

2. The combination of the levers A, B, E, and D, chains or cords C C, and pin L, all constructed and arranged with the draw-head H, substantially as and for the purposes herein set forth.

GEORGE WORDEN.

Witnesses:

E. W. MILLER,
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(122)