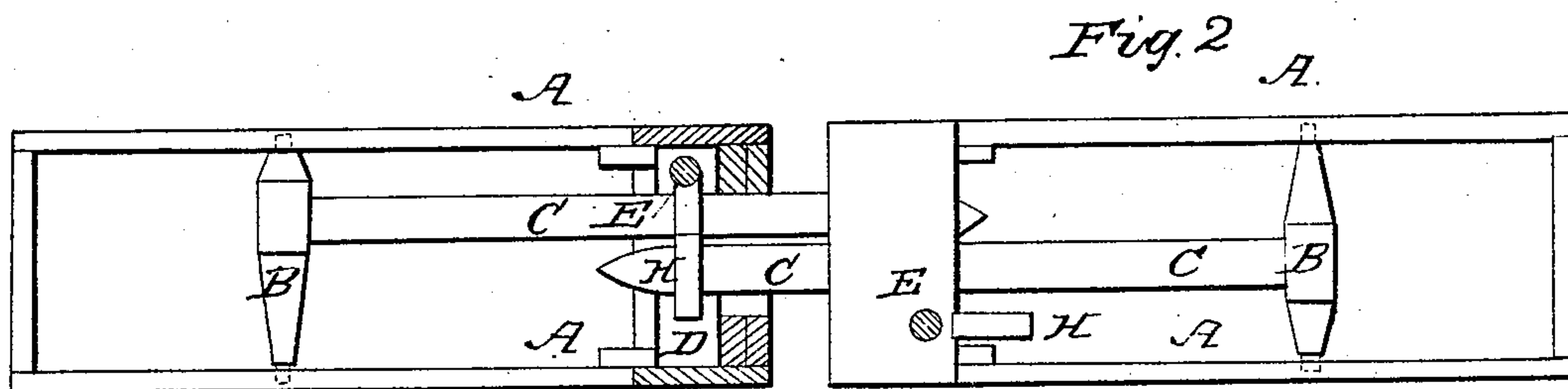
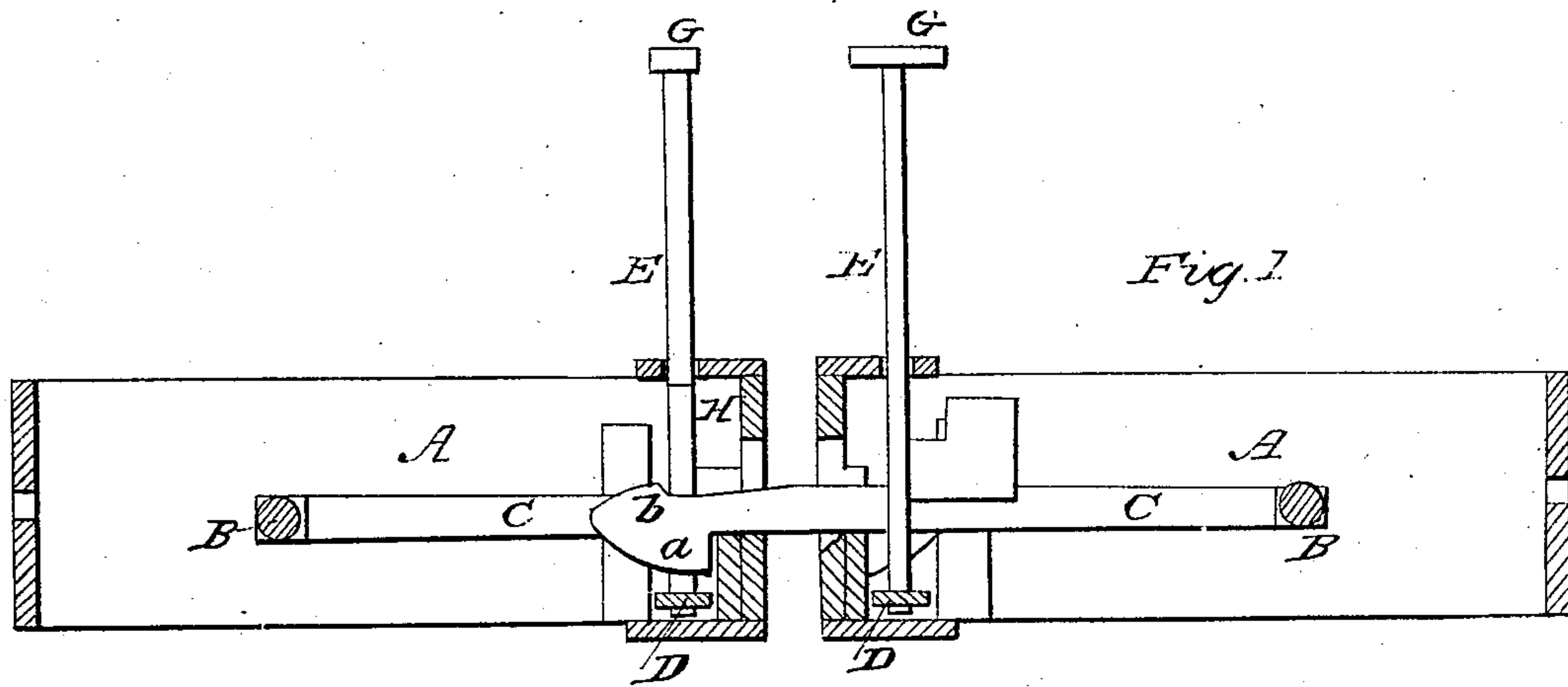


D. G. WHITMORE.

Car Coupling.

No. 96,749.

Patented Nov. 9, 1869.



Inventor
David G. Whitmore
per Alexander J. Mason
Attys.

Witnesses
Harry King
A. L. Curb

United States Patent Office.

DAVID G. WHITMORE, OF BRIDGEWATER, ASSIGNOR TO HIMSELF AND
OSBORN WILSON, OF MONTEREY, VIRGINIA.

Letters Patent No. 96,749, dated November 9, 1869.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, DAVID G. WHITMORE, of Bridgewater, in the county of Rockingham, and in the State of Virginia, 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 general arrangement of a self-coupling "car-coupling," which can be locked, so as not to come uncoupled of itself.

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 drawings, in which—

Figure 1 is a longitudinal vertical section, and

Figure 2, a plan view of my invention.

A A represent the bumpers or draw-heads, at a suitable point in each of which is pivoted a cross-shaft, B.

To the shaft B is secured the bar C, which answers the purpose of the ordinary coupling-link, said bar extending forward through the mouth of the draw-head, and is at its outer end, on the under side, provided with, or rather shaped, in the form of a hook, *a*, so that when inserted into the opposite draw-head, this hook will catch on the inner lower edge of said draw-head.

Both of the draw-heads A A being provided with a bar or coupling-link, C, the cars become coupled by two such bars, they being placed a little to one side, so as to admit of both bars passing through the mouth or entrance of the draw-heads.

The lower edges of said entrances are bevelled on the outside, and the outer ends of the bars C C are also bevelled, so that when the cars are brought together, they will couple themselves.

At the front end of the draw-head A, resting upon the bottom, between suitable guides in the sides, is a bar, D, which, at one end, is provided with a vertical rod, E, that extends upward through the top of the draw-head, and is intended to be situated near the brake-wheel on the platform, so that the brakeman can readily operate the same, by means of the handle G, attached to its upper end.

By raising the rod E, the bar D will be moved up-

ward in its guides, both the bars or coupling-links C C lifted up, and, consequently, the cars uncoupled.

It will be seen that it is not necessary to operate the bars D D in both draw-heads; either one will suffice to uncouple the cars, as either one will raise both coupling-links.

To the rod E, and extending toward the rear, is secured a wing, H, the lower edge of which is, when the bar D rests upon the bottom of the draw-head, a short distance below the upper edge of the coupling-bar C, so that by merely turning the rod E, which might sometimes unintentionally be done, the wing H will not be brought on top of said bar.

By raising the rod E slightly, and then turning it, the wing H is brought across both of the coupling-bars C C, and then reaching nearly up to the top of the draw-head, it prevents the cars from uncoupling.

The upper side of the coupling-bar C is, near the front end, notched, or provided with a shoulder, *b*, so that when the wing H is brought across the bars C C, as above described, it will slide over and be held by this shoulder, and by this means the coupling is prevented from accidentally unlocking itself.

To unlock the coupling, it is only necessary to raise the rod E sufficient to allow the wing H to clear the shoulder *b*, when it can readily be turned back again to its first position, away from the coupling-bar C.

Having thus fully described my invention,

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

1 The wing H, secured to the rod E, and operating substantially in the manner and for the purposes herein set forth.

2 The combination of the bar D, rod E, handle G, and wing H, all constructed as described, and operating substantially as and for the purposes herein set forth.

3 The combination and arrangement of the draw-head A, rock-shaft B, coupling-bar C, bar D, rod E, and wing H, all constructed as described, and operating substantially in the manner and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 13th day of October, 1869.

D. G. WHITMORE.

Witnesses:

C. L. EVERT,
J. M. MASON.