

(Model.)

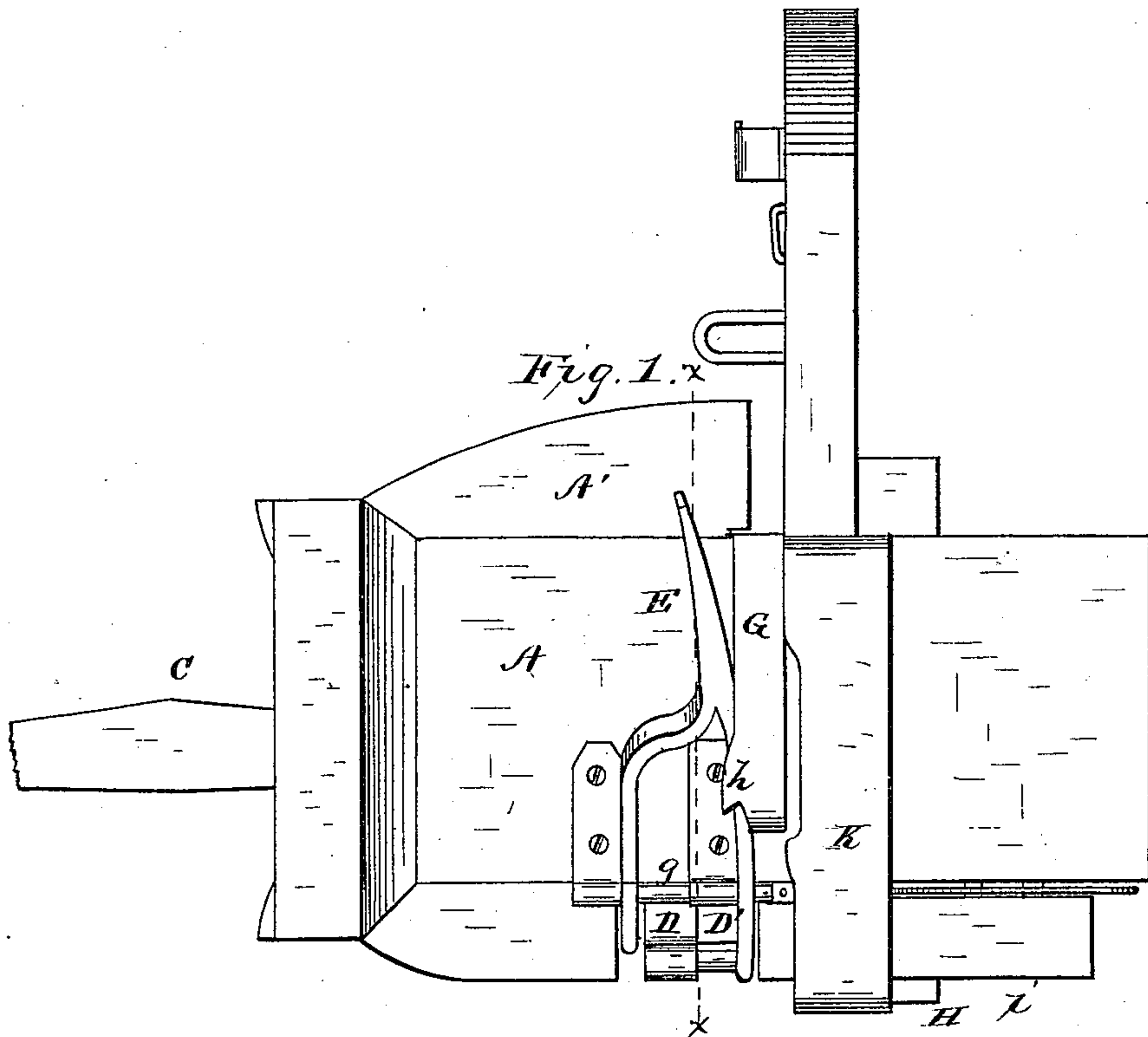
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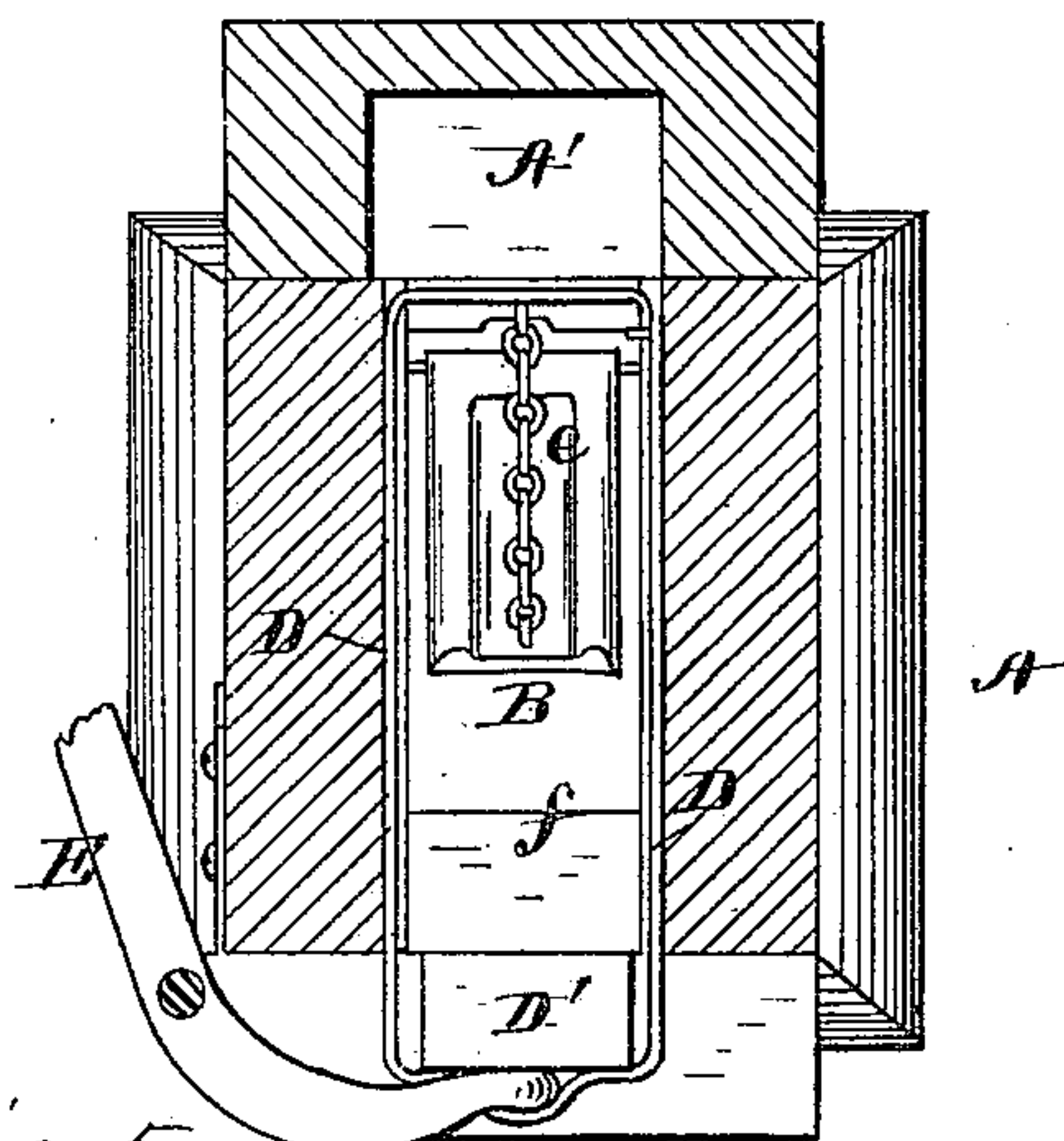
CAR COUPLING.

No. 249,712.

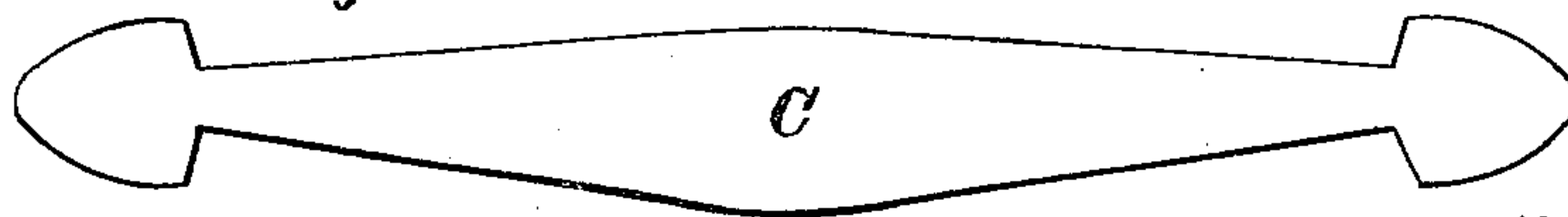
Patented Nov. 15, 1881.



*Fig. 2.*



*Fig. 5.*



Witnesses,  
Edwin L. Jewell  
J. J. McCarthy.

Inventor,  
George W. Whittington  
per C. M. Alexander  
Attorney.

(Model.)

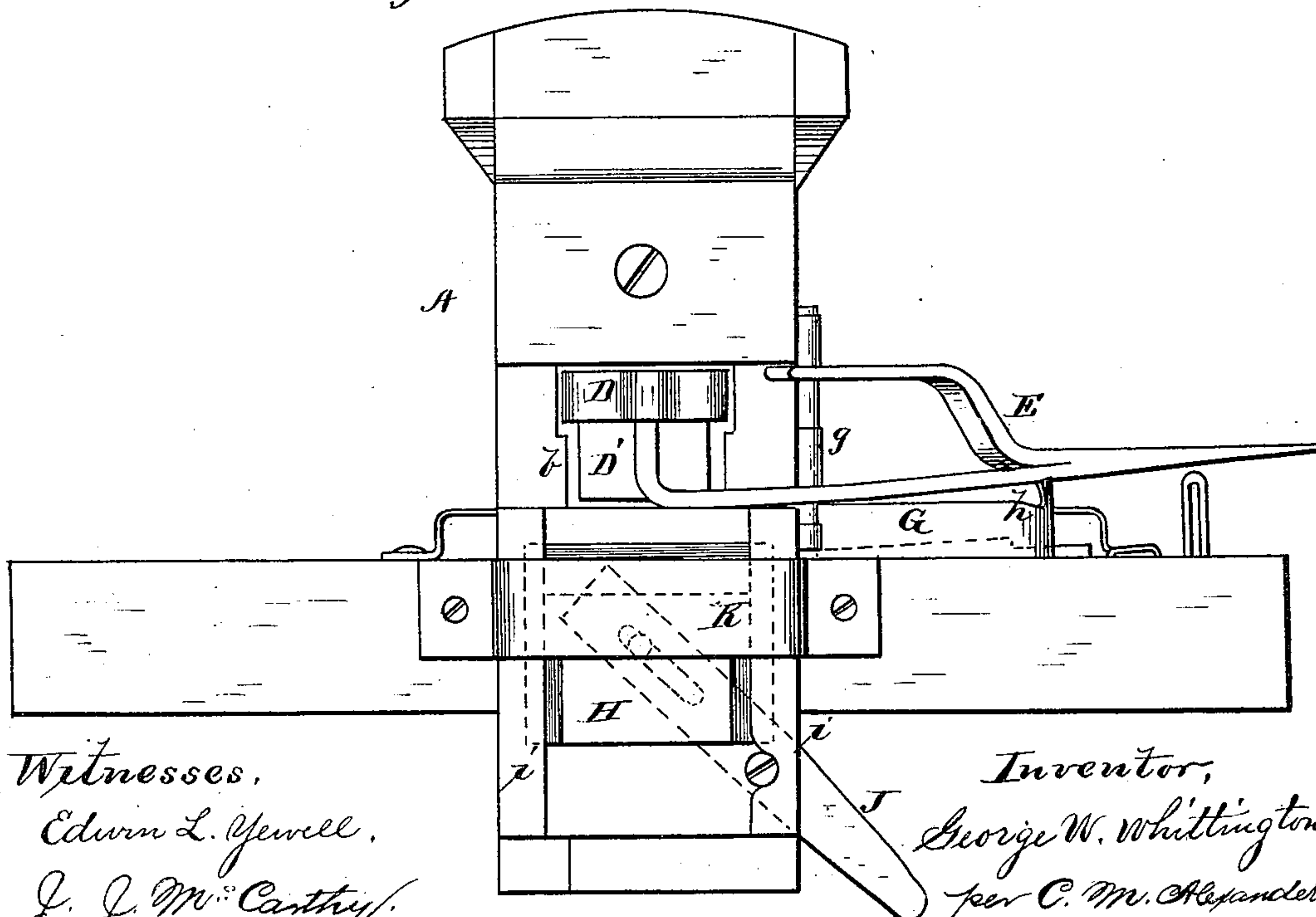
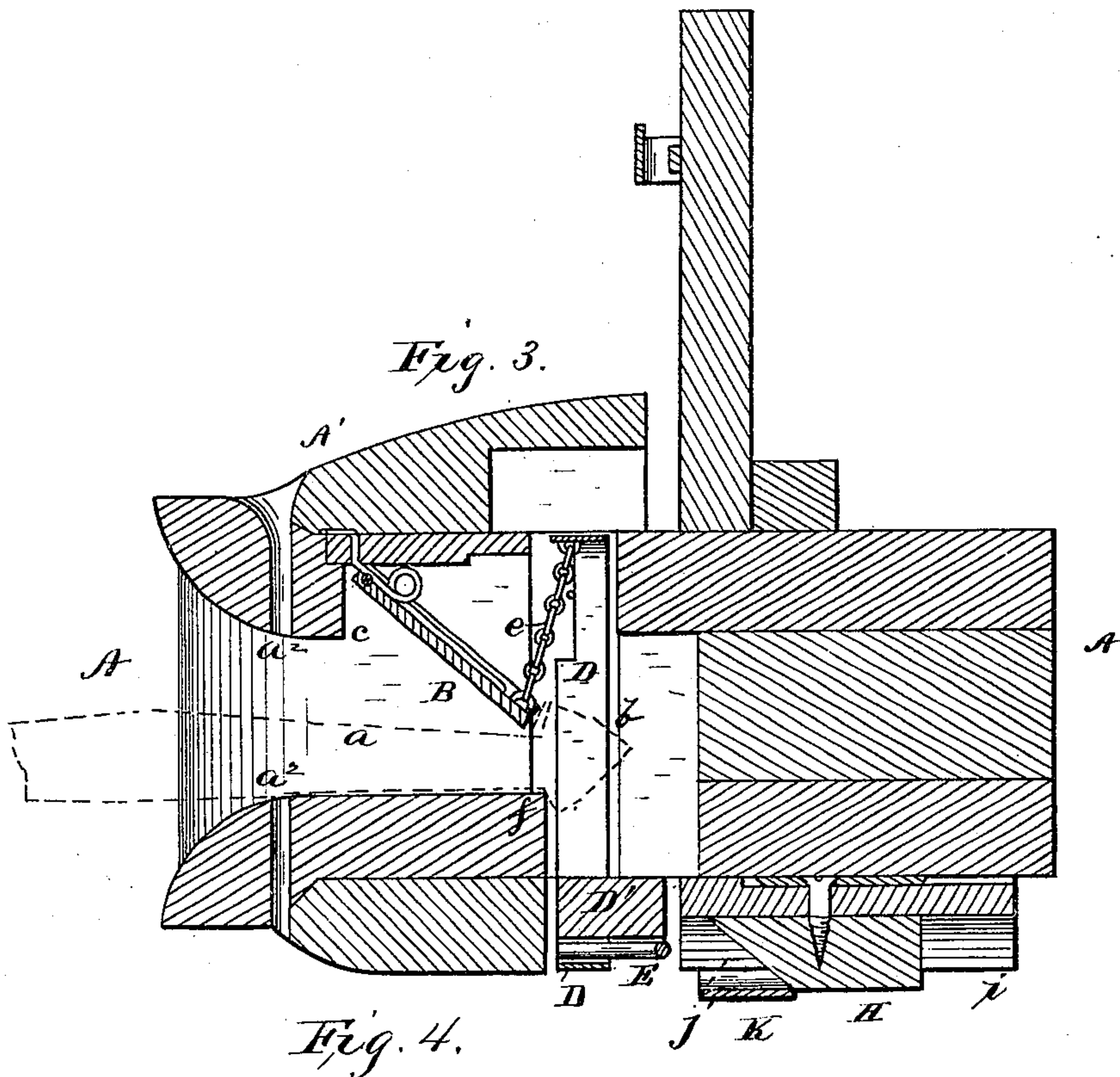
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# UNITED STATES PATENT OFFICE.

GEORGE W. WHITTINGTON, OF XENIA, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 249,712, dated November 15, 1881.

Application filed October 10, 1881. (Model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. WHITTINGTON, of Xenia, in the county of Greene, and in the State of Ohio, 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 drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to railroad car-couplers of the kind commonly denominated "self-couplers;" and the nature of my invention consists, first, in the combination, with a draw-head having vertical and horizontal recesses, of a hinged drop hung from the top of the horizontal recess, and adapted to engage an arrow-head bolt, in combination with a vertically-movable lifter, a lever for actuating the same, and a catch for holding the lever when the lifter is raised, as will be hereinafter fully explained; second, in a sliding wedge-shaped block, and a lever for moving the same, adapted for raising or depressing the coupling end of the draw-head, as will be hereinafter explained.

In the annexed drawings, Figure 1 is an elevation of one side of the draw-head, with coupling-bar attached, having my improvements applied. Fig. 2 is a vertical transverse section taken in the plane indicated by dotted line *xx*, Fig. 1. Fig. 3 is a vertical section taken longitudinally and centrally through the draw-head. Fig. 4 is a bottom view of Fig. 1. Fig. 5 shows the arrow-head coupling-bar.

In the annexed drawings, A designates the draw-head, which is constructed with an outwardly-flaring recess or throat, *a*, intersected at its rear end by a vertical passage, *b*, provided at its upper end with a cap, A'. This draw-head A, I shall apply to a car, so as to act upon springs, and so that its front end can be raised or lowered in the usual well-known manner, for adapting it to cars of different heights. Near the front end of the draw-head holes *a*<sup>2</sup> are made, coincident with each other in a vertical line, for receiving the well-known coupling-pin when the common coupling-link is used.

B designates a drop-catch, which is hinged

to the roof of the recess or throat *a* behind a shoulder, *c*. This drop-catch is of sufficient length to engage with the upper shoulder of an arrow-head of a bar, C, as indicated in dotted lines, Fig. 3. The free end of the drop-catch is connected by a strong chain, *e*, to the upper end of a rectangular frame, D, which is allowed to receive vertical movement in the recess or passage *b*. At the lower part of the frame D is secured to it a lifting-block, D', which is designed for raising the arrow-head of a coupling-bar free from the shoulder at *f*. (See Fig. 3.) It will be seen that when the said frame D is raised to free the coupling-bar from the shoulder *f* the drop-catch B will also be raised free from the coupling-bar, thus allowing it to be withdrawn from the draw-head. It will also be seen that when the parts are in the position indicated in Fig. 3 a coupling may be effected by simply thrusting the coupling-bar C into the throat of the draw-head.

E designates a bifurcated lever, which is hinged at *g* to one side of the draw-head A and allowed a slight play on the pintle of the hinge. The inner end of one fork of lever E is pivoted to the lower end of the frame D. It is by means of the lever E that a person can raise or depress the frame D and effect an uncoupling, or adjust the drop-catch and the lifting-block D so that a coupling will not be effected when a coupling-bar is thrust into the throat of the draw-head. When the outer arm of lever E is depressed, so as to leave the parts in the position last named, the lever may be firmly held by a hooked catch, *h*, formed on a bracket, G, rigidly fixed to one side of the draw-head.

For freight-cars having my coupling applied to them I shall employ means which will allow the lever E to be operated by a person on the roof of the car.

H designates a sliding block, which is movable in dovetail guides *ii* on the bottom of the draw-head A, and which is made with a beveled end, *j*. This block H is adjustable by means of a lever, J, in a direction with respect to the length of the draw-head, and its beveled end is intended to act against the stirrup K, and to raise or depress the draw-head, so as to

adapt it for cars of different heights. The stirrup K is secured to the platform or to the sill-timbers of the car in the usual manner.

Having described my invention, what I claim as new is—

1. The draw-head A, having a throat, *a*, a shoulder, *f*, a shoulder, *c*, and a vertical passage, *b*, in combination with the hinged drop-catch hung from frame D by chain *e*, the vertically-movable frame D, lifting-block D', lever E, and the catch *h*, arranged and operating substantially as described.

2. The combination, with the draw-head, movable, as described, and the stirrup K, of the beveled sliding block H, working in guides *ii*, and the slotted lever J, for the purpose described.

In testimony whereof I affix my signature, in presence of two witnesses, this 5th day of October, 1881.

GEO. W. WHITTINGTON.

Witnesses:

JNO. C. LYON,  
JOHN A. HARPER.