

(No Model.)

J. F. WHITING.
CAR COUPLING.

No. 250,860.

Patented Dec. 13, 1881.

Fig. 1.

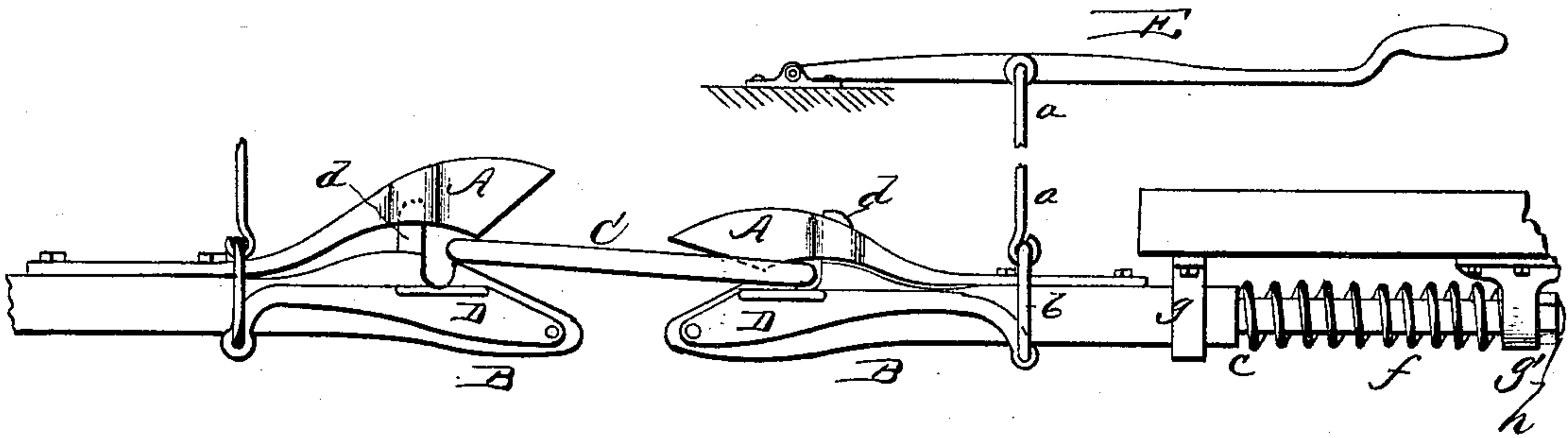


Fig. 2.

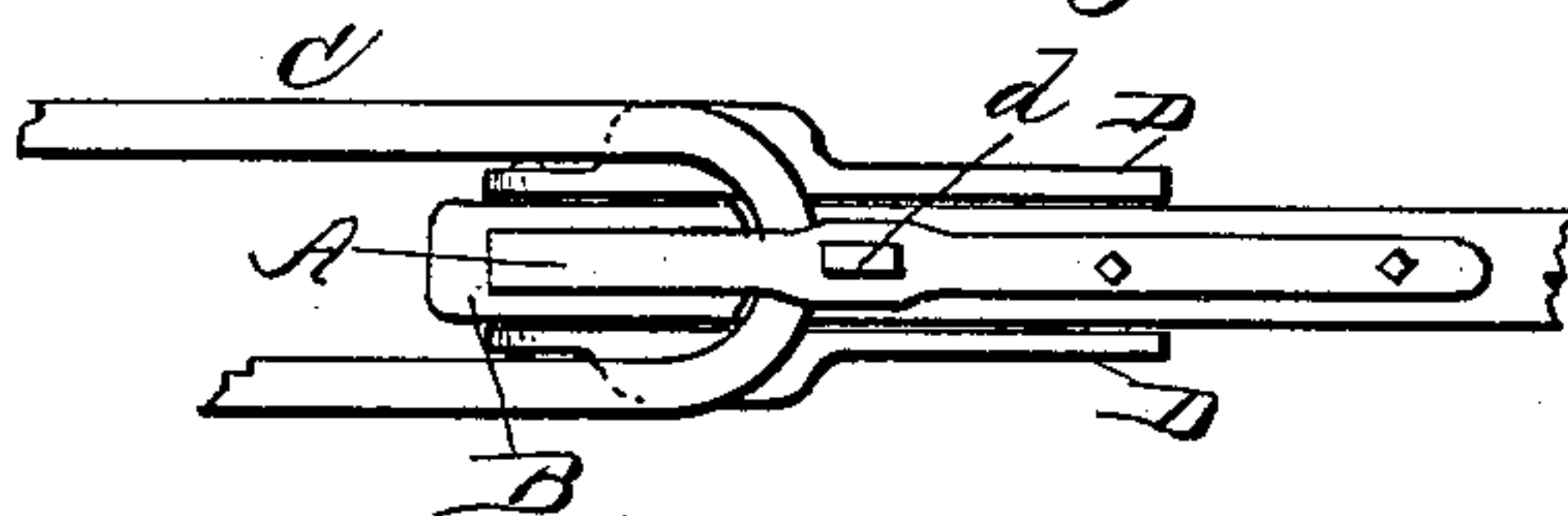
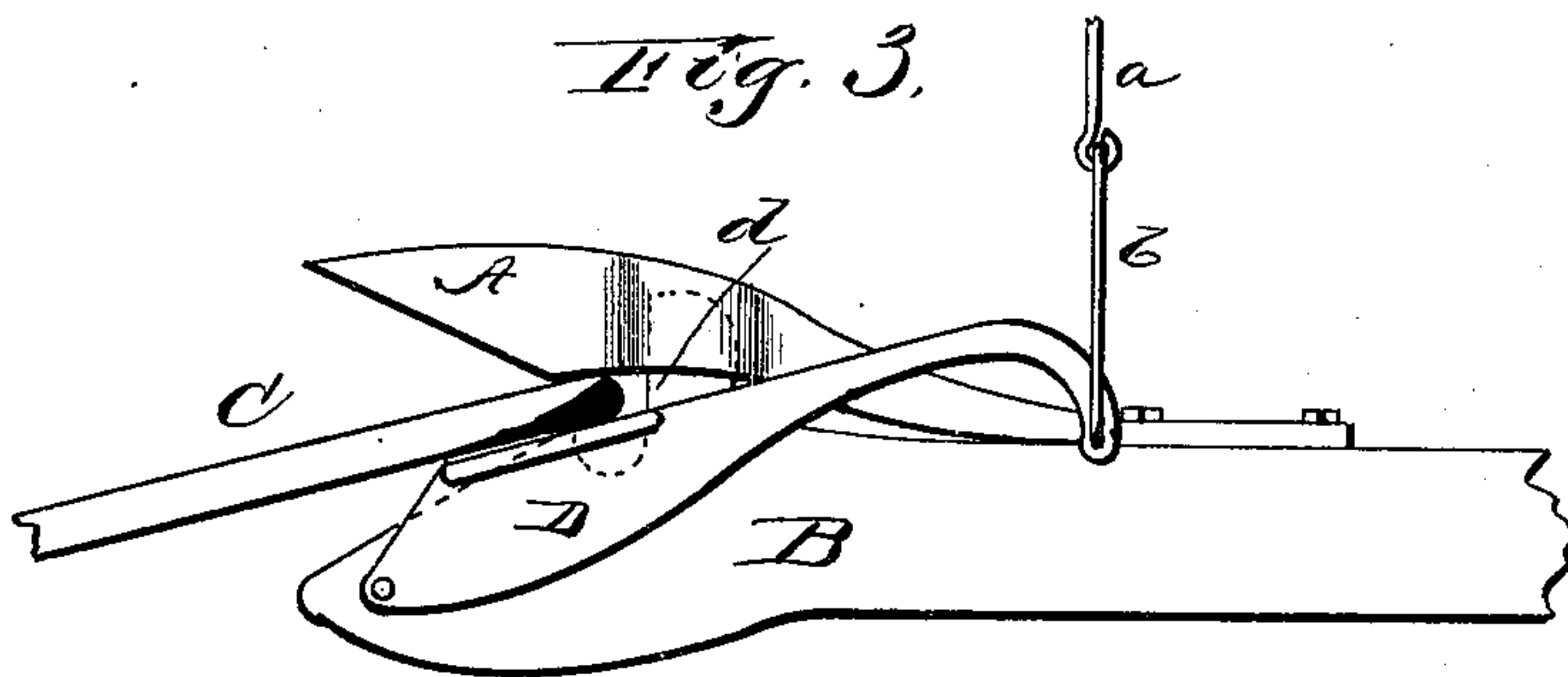


Fig. 3.



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UNITED STATES PATENT OFFICE.

JUNIUS F. WHITING, OF INDEPENDENCE, OREGON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 250,860, dated December 13, 1881.

Application filed October 31, 1881. (No model.)

To all whom it may concern:

Be it known that I, JUNIUS F. WHITING, of Independence, in the county of Polk and State of Oregon, 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, which form part of this specification, in which—

Figure 1 is a side elevation illustrating the coupling; Fig. 2, a plan view, and Fig. 3 a side elevation illustrating the uncoupling.

The object of my invention is to provide a safe, simple, and effective means for connecting and disconnecting railroad-cars; and to this end it consists in certain peculiarities of construction and combination of elements, to be hereinafter more specifically set forth and claimed.

To enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

B represents the lower jaw, upon which is cast the lug or tongue *d*, at the foot of which is a notch or recess for the reception of the link. The rear end of this jaw is formed square and terminates in a rounded shaft, as seen in Fig. 1.

A indicates the upper jaw, its rear part formed into a spring, and securely bolted to the jaw B in such a manner as to admit of its forward end being thrown up by the link C when the cars come together, so as to couple automatically. The spring-jaw A is provided with a vertical slot, in which enters the tongue *d*.

D D are supports pivoted upon either side of the jaw B, near its forward end, and having laterally-projecting flanges, upon which the sides of the link rest, holding it in the proper position to enter the opposing draw-head when the cars are being coupled. To the rear ends of these supports is secured a yoke, *b*, connected by the rod *a* with a hand-lever, E, which in freight-cars is secured to the roof, and in pas-

senger-coaches to the platform of the car. By lifting this lever the rear ends of the supports D D are raised, and their flanges lift the link, and with it the upper jaw, allowing the cars to be uncoupled. The flanges on the supports D D may be curved upward at their outer edges, to inclose the sides of the link and more effectually guide it.

The square part of the lower jaw, B, is arranged to slide in a guide or staple, *g*, and the round end of said jaw in a similar staple, *g'*, the end of this rounded part being formed with a screw-thread and provided with a nut, *h*.

f represents a spiral spring, which is placed on the round end of the jaw B, between the staple or clamp *g'* and the shoulder *c*, to receive and deaden the shock of the concussion.

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

1. The combination of the jaw B, having lug *d*, with the spring-jaw A, substantially as and for the purpose set forth.

2. The combination, in a car-coupling, of jaw B with pivoted supports D D, for holding and disengaging the link, substantially as set forth.

3. The combination of spring-jaw A, jaw B, with its lug *d*, and supports D D, all constructed and arranged to operate substantially as described.

4. The combination of the spring-jaw A, jaw B, lug *d*, supports D D, lever E, and connecting-rod *a*, all substantially as and for the purpose set forth.

5. The combination of the jaws A B, lug *d*, supports D D, lever E, connecting-rod *a*, spring *f*, and guides or staples *g g'*, all constructed and arranged to operate substantially as set forth.

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

JUNIUS F. WHITING.

Witnesses:

A. C. SWEET,
C. N. MOORE.