

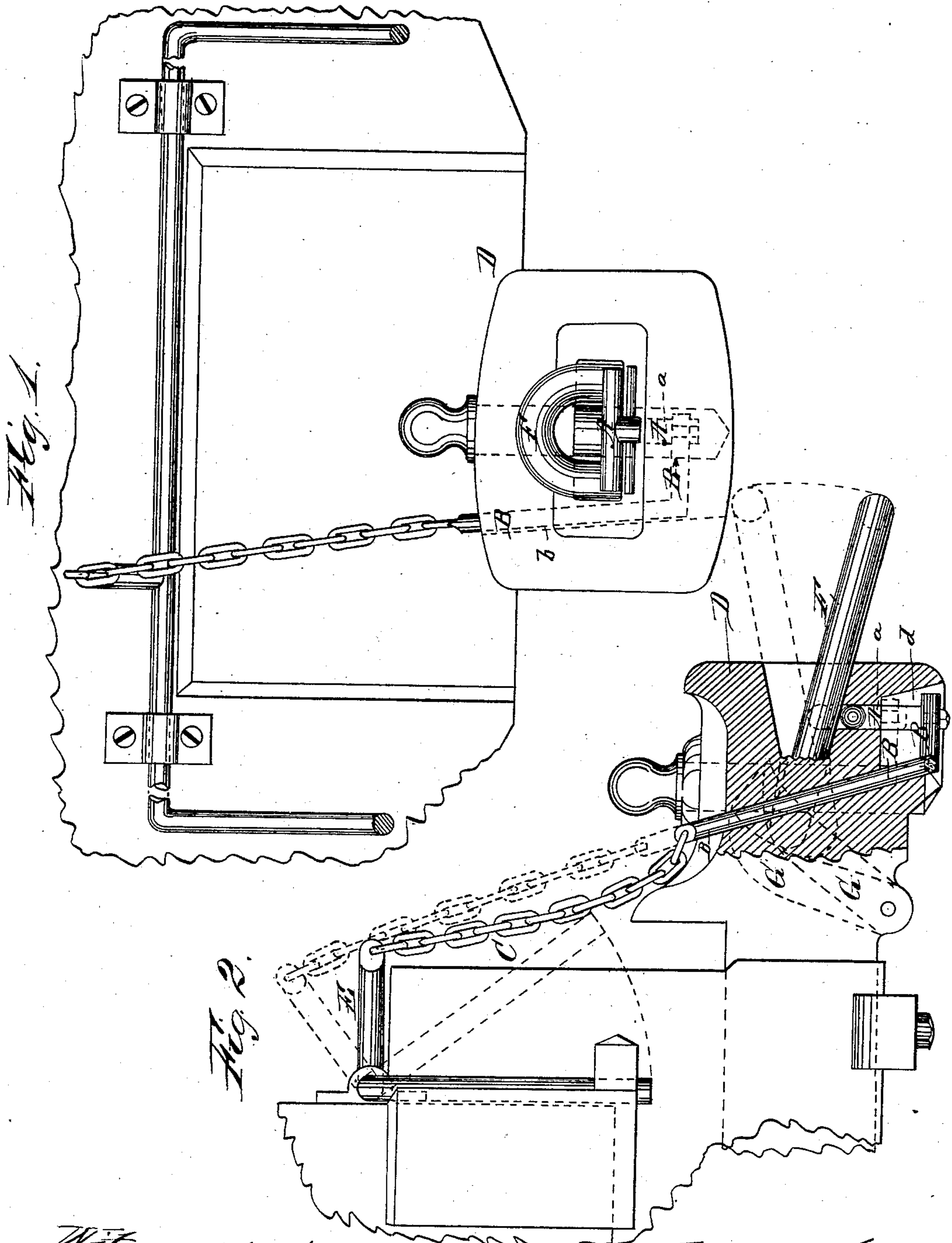
(No Model.)

J. A. WHITEMORE.

CAR COUPLING.

No. 265,903.

Patented Oct. 10, 1882.



Witnesses.
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UNITED STATES PATENT OFFICE.

JOHN A. WHITTEMORE, OF SPRINGFIELD, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 265,903, dated October 10, 1882.

Application filed July 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. WHITTEMORE, of Springfield, county of Hampden, State of Massachusetts, have invented a new and useful
5 Improvement in Safety-Couplers for Freight-Cars, which is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a plan view of my improved safety-coupler; Fig. 2, a vertical section thereof.

The draw-head D is provided with a mouth, which terminates at the back in an enlarged chamber, as shown by dotted lines, Fig. 2. In the lower side of the draw head is formed a chamber, *d*, and extending from this chamber
15 to the top of the draw-head is a channel, *b*, preferably inclined, in which is loosely seated the long arm of an L-shaped pull-bar, B, the short horizontal arm of which is connected to the shank of a T-shaped lifter, A, which shank
20 is square in cross-section, and has vertical movement in a similarly-shaped channel, *a*, connecting the chamber *d* with the mouth of the draw-head. The horizontal bar or head
25 of the lifter A is cylindrical in cross-section, and is seated, when the lifter and pull-bar are in their lowest position, in a groove cut across the upper end of the channel *a*, and parallel with the face of the draw-head. This groove
30 is of sufficient depth to allow the upper surface of the head of the lifter to lie flush with the lower wall of the mouth of the draw-head. In consequence of the angular cross-sectional contour of the channel *a* and of the
35 shank of the lifter A the latter will be prevented from turning, so that the head thereof will always enter the groove when lowered to its lowest position. The draw-head is provided with the usual pin-hole and coupling-pin, and to the rear of the pin-hole is a slot,
40 in which is pivoted an upwardly-projecting weighted dog, G, the free upper end of which falls forward in its slot when the pin is raised, and supports said pin in this position. This
45 dog is moved back to release the pin by the

entrance of the coupling-link F within the draw-head. The upper end of the pull-bar B may be connected with any suitable means by which it may be operated from the side of the car, though I prefer to use the chain C and
50 lifting-shaft E represented in the drawings. This lifting-shaft is provided with an arm, to the end of which one end of the chain is secured, and is journaled in suitable bearings secured to the end of the car-body. It is of
55 sufficient length to be easily reached from the side of the car, and is fitted on either end with a crank or handle, by which it may be turned to raise the pull-bar B and lifter A when it is desired to raise the coupling-link F
60 and guide it into the mouth of the draw-head of another car.

It will be seen that as the pull-bar and lifter are entirely inclosed by the draw-head they will not be liable to be bent or broken by con-
65 tact with other objects.

It will be readily seen that by this arrangement an attendant is enabled to lift or lower the link to guide it into the draw-head of another car without rendering it necessary for
70 him to go between the cars, as the crank or handle of the lifting-shaft can be easily reached from the side of the car.

Having thus described my invention, what I claim is—

1. The combination, substantially as before set forth, of the draw-head provided with channels *a b*, the lifter, the shank of which is arranged to slide in channel *a*, and the pull-
75 bar connected with its short arm to the lifter, 80 and having its long arm arranged to slide in channel *b*.

2. The combination, substantially as before set forth, of the draw-head having the channels *a b*, the lifter, the pull-bar connected
85 thereto, the chain, and the lifting-shaft.

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Witnesses:

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