

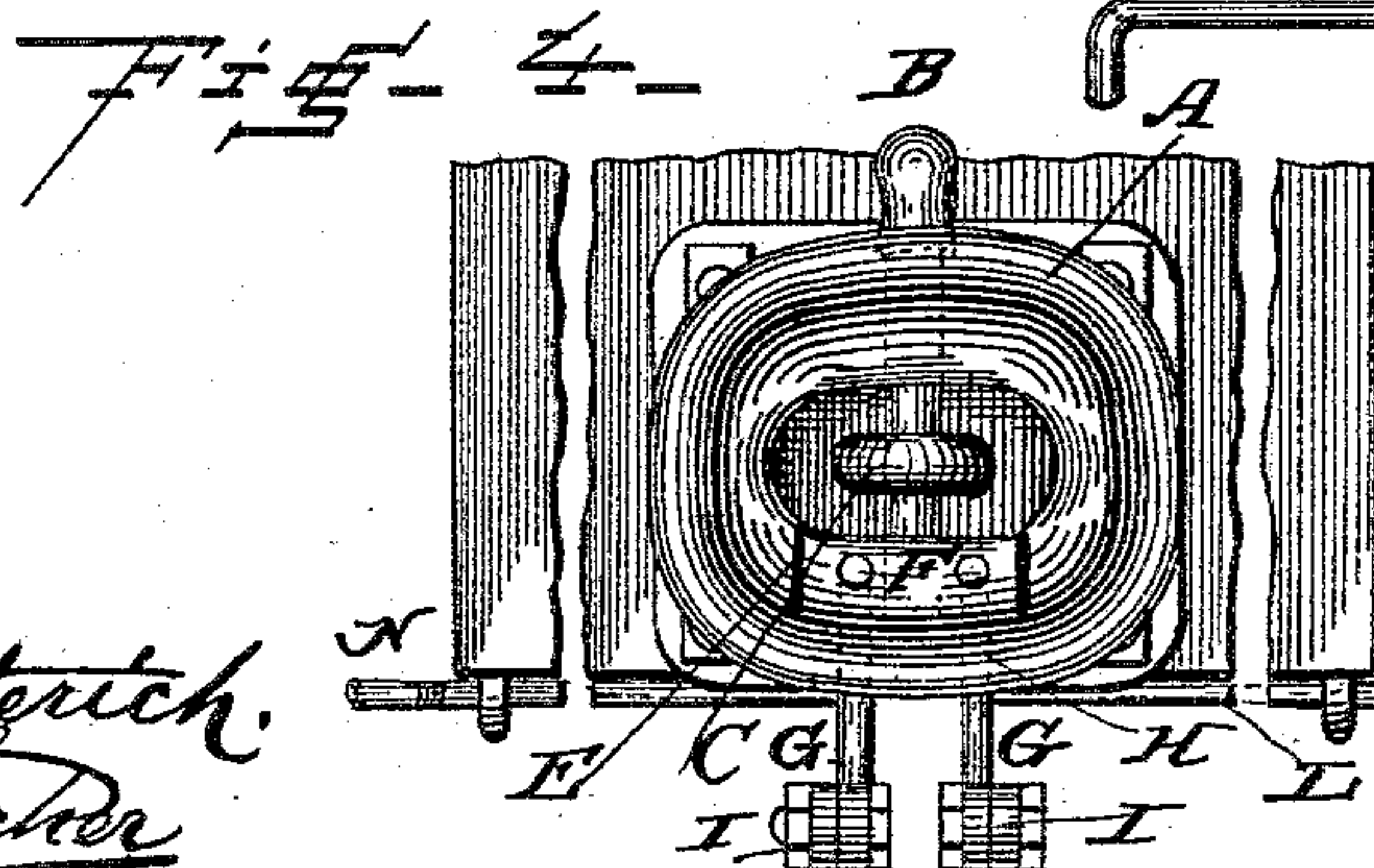
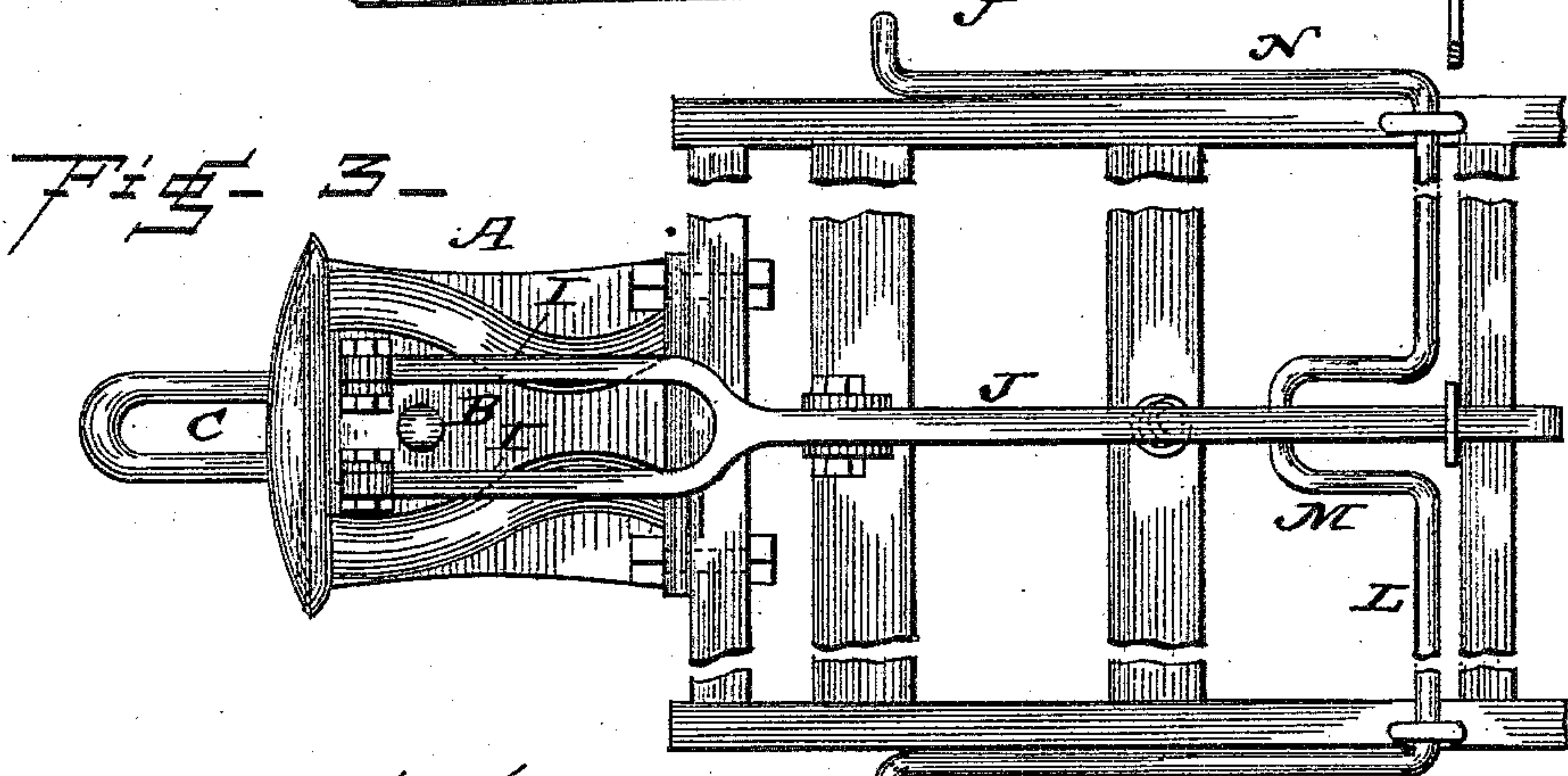
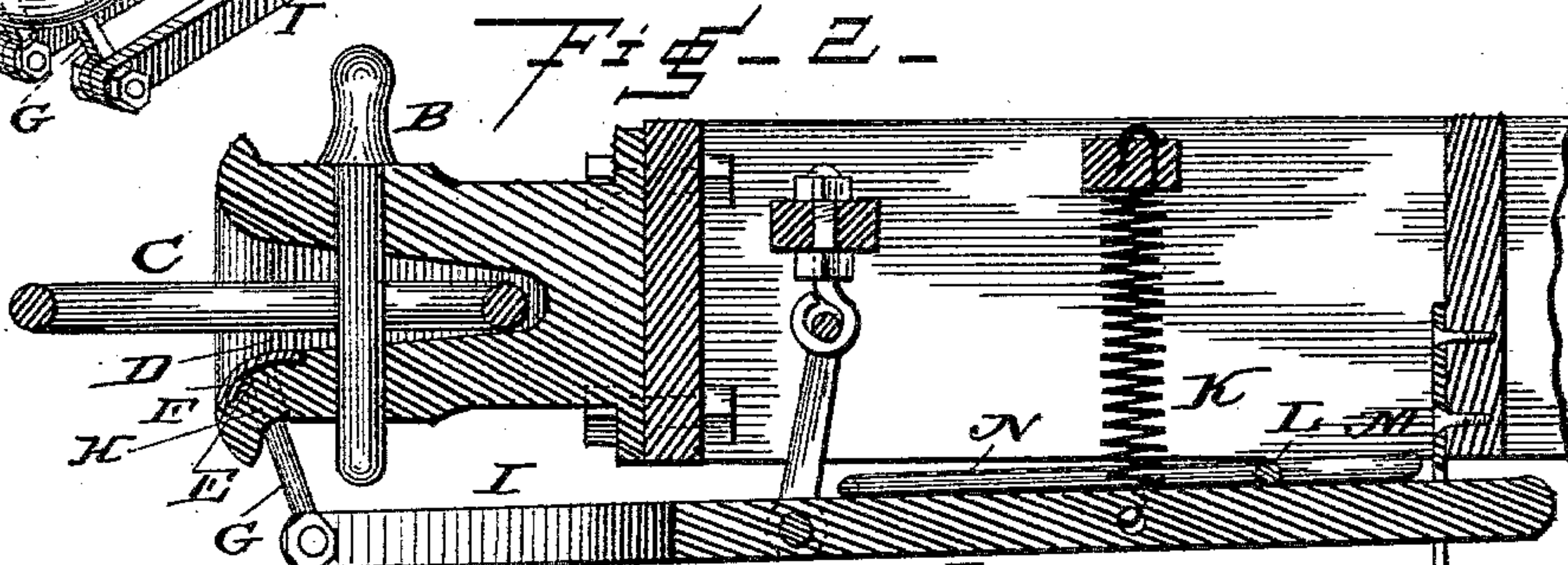
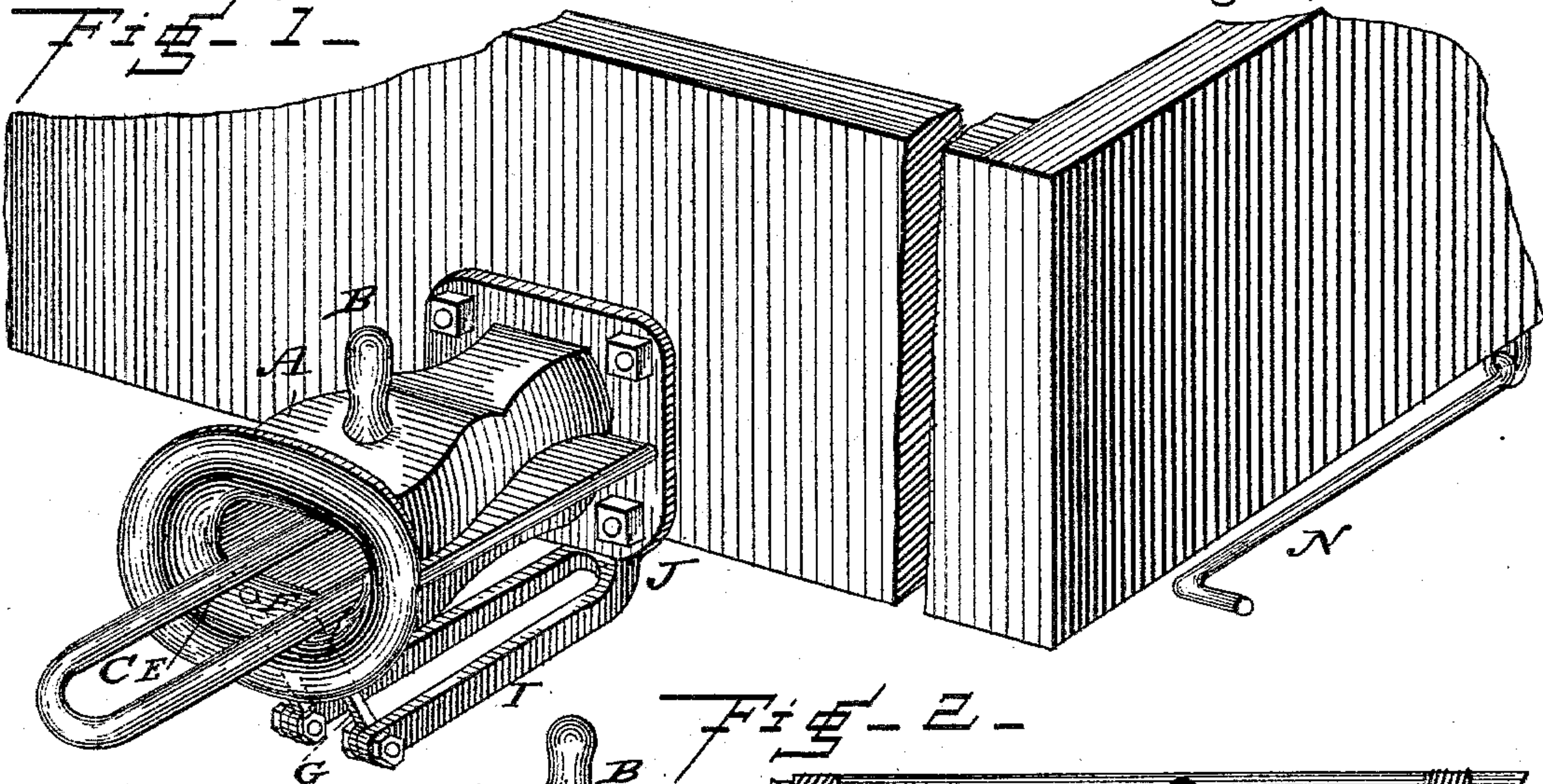
(No Model.)

S. K. WHITMORE & A. W. FEELY.

CAR COUPLING.

No. 303,243.

Patented Aug. 5, 1884.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

SAMUEL K. WHITMORE AND ALBERT W. FEELY, OF EDENBURG, PENNSYLVANIA, ASSIGNORS OF ONE-THIRD TO SAMUEL GIBBS, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 303,243, dated August 5, 1884.

Application filed May 12, 1884. (No model.)

*To all whom it may concern:*

Be it known that we, SAMUEL K. WHITMORE and ALBERT W. FEELY, citizens of the United States, and residents of Edenburg, in the county of Clarion and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of our improved car-coupling. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a bottom view, and Fig. 4 is a front view.

Similar letters of reference indicate corresponding parts in all the figures.

Our invention has relation to car-couplings; and it consists in the improved construction and combination of parts of a coupling having means for guiding the coupling-link into the opposite coupling, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates a draw-head of the usual construction, B indicates the coupling-pin, and C indicates the link; and the recess D in the draw-head has a recess, E, in its lower side at its mouth, into which a yoke or plate, F, fits, which is secured upon the upper ends of two rods, G, sliding in vertical perforations H in the lower side of the draw-head. The lower ends of these vertically-sliding rods are hinged to the outer bifurcated ends, I, of a lever, J, pivoted to rock in a vertical plane under the draw-head and the bottom of the car, and bearing with its inner end against a spring, K, placed between the bottom of the car and the lever. A transverse shaft, L, rocks in bearings under the bottom of the car, and forms a double crank, M, at its middle, bearing against the inner end of the lever, and is pro-

vided at its ends with handles or levers N, projecting forward to the end of the car at the sides of the same. The inner end of the bifurcated lever slides in a slotted vertical guide-plate, which serves to keep the lever rocking in a true vertical plane.

It will now be seen that the double crank and the handles upon the rock-shaft projecting forward in the same plane, the inner end of the bifurcated lever may be depressed, raising the plate or yoke in the draw-head by depressing the outer ends of the handles, thus raising the link in the draw-head, enabling it to be inserted into a draw-head above its plane, and the spring under the bottom of the car will serve to raise the inner end of the lever, and consequently lower its outer end and the yoke when the handles are released.

Having thus described our invention, we claim and desire to secure by Letters Patent of the United States—

The combination, with a common draw-head, coupling-pin, and link, the said draw-head having a recess in its lower side near its mouth and two vertical perforations, of a yoke fitting in the said recess, two vertical rods sliding in the perforations, a bifurcated lever pivoted to rock in a vertical plane under the car, and having the lower ends of the sliding rods hinged to its outer ends, a spring secured to the inner end of the lever and to the bottom of the car, a guide-plate slotted for the reception of the inner end of the lever, and a rock-shaft formed with a double crank at its middle and with two handles at its ends, all constructed to operate as and for the purpose shown and set forth.

In testimony that we claim the foregoing as our own we have hereunto affixed our signatures in presence of two witnesses.

SAMUEL K. WHITMORE.  
ALBERT W. FEELY.

Witnesses:

JNO. H. GRINYON,  
JAMES C. WECKERLY.