

2 Sheets—Sheet 1.

No. 400,617.

Patented Apr. 2, 1889.

Fig. 1.

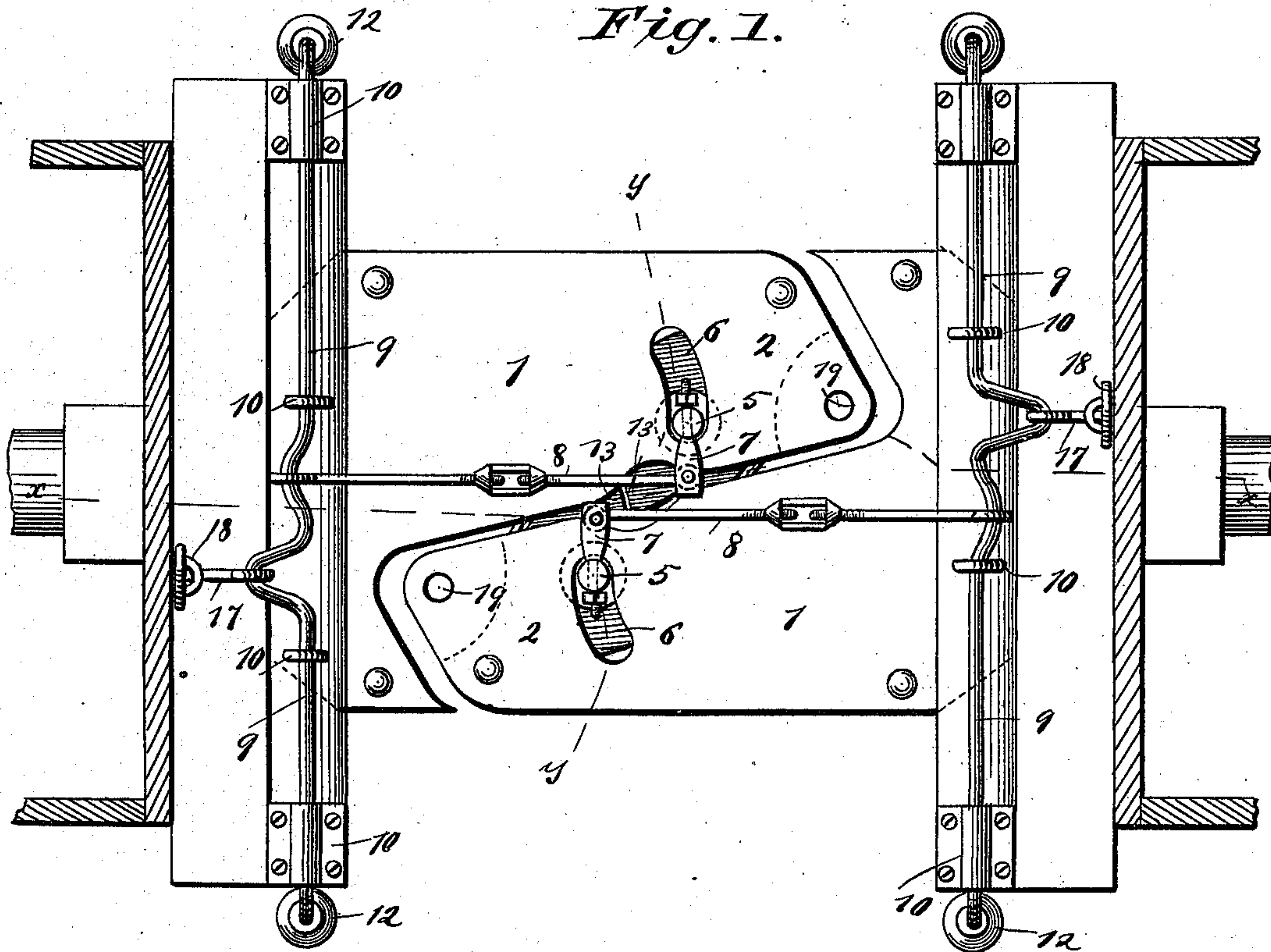
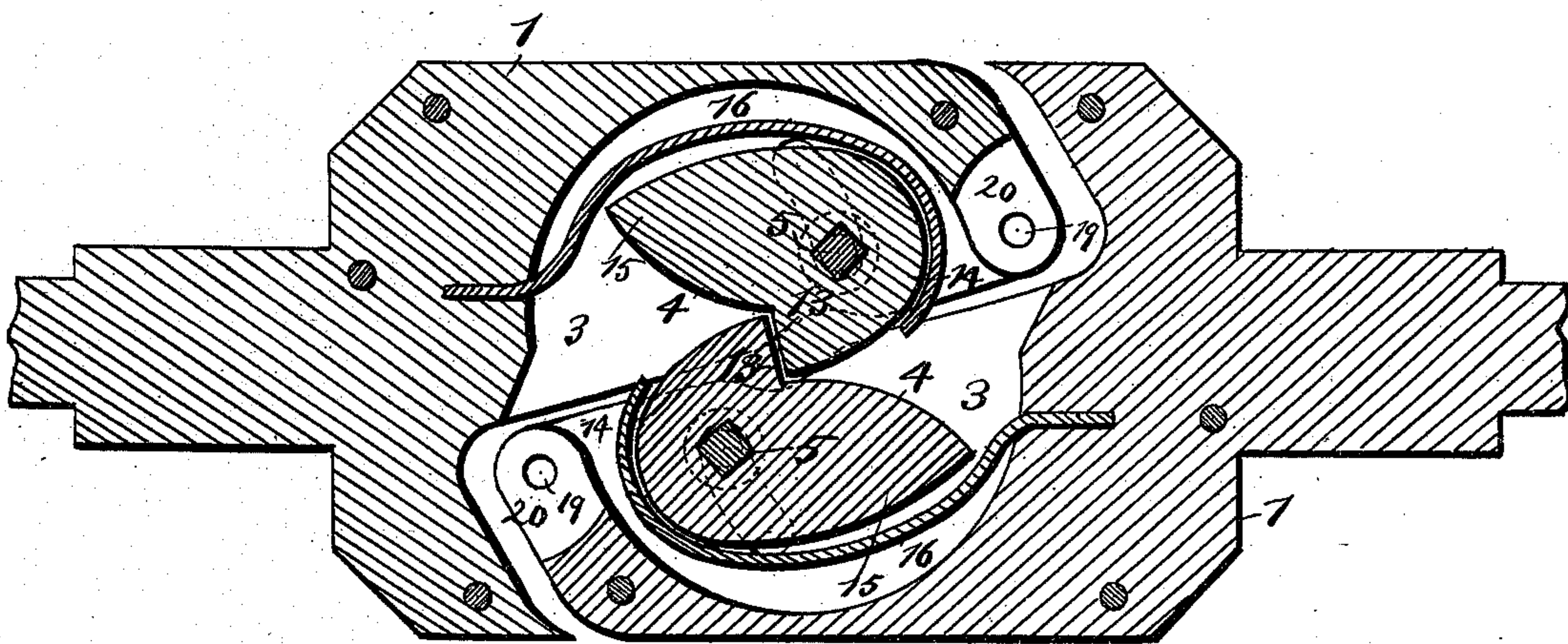


Fig. 2.



WITNESSES:

Phil. C. Dörterich.
C. Sedgwick

INVENTOR:

INVENTOR:
J. L. Whiddon
BY J. B. Bashaw
ATTORNEYS.

(No Model.)

2 Sheets—Sheet 2.

I. L. WHIDDON & J. S. BASHAW.
CAR COUPLING.

No. 400,617.

Patented Apr. 2, 1889.

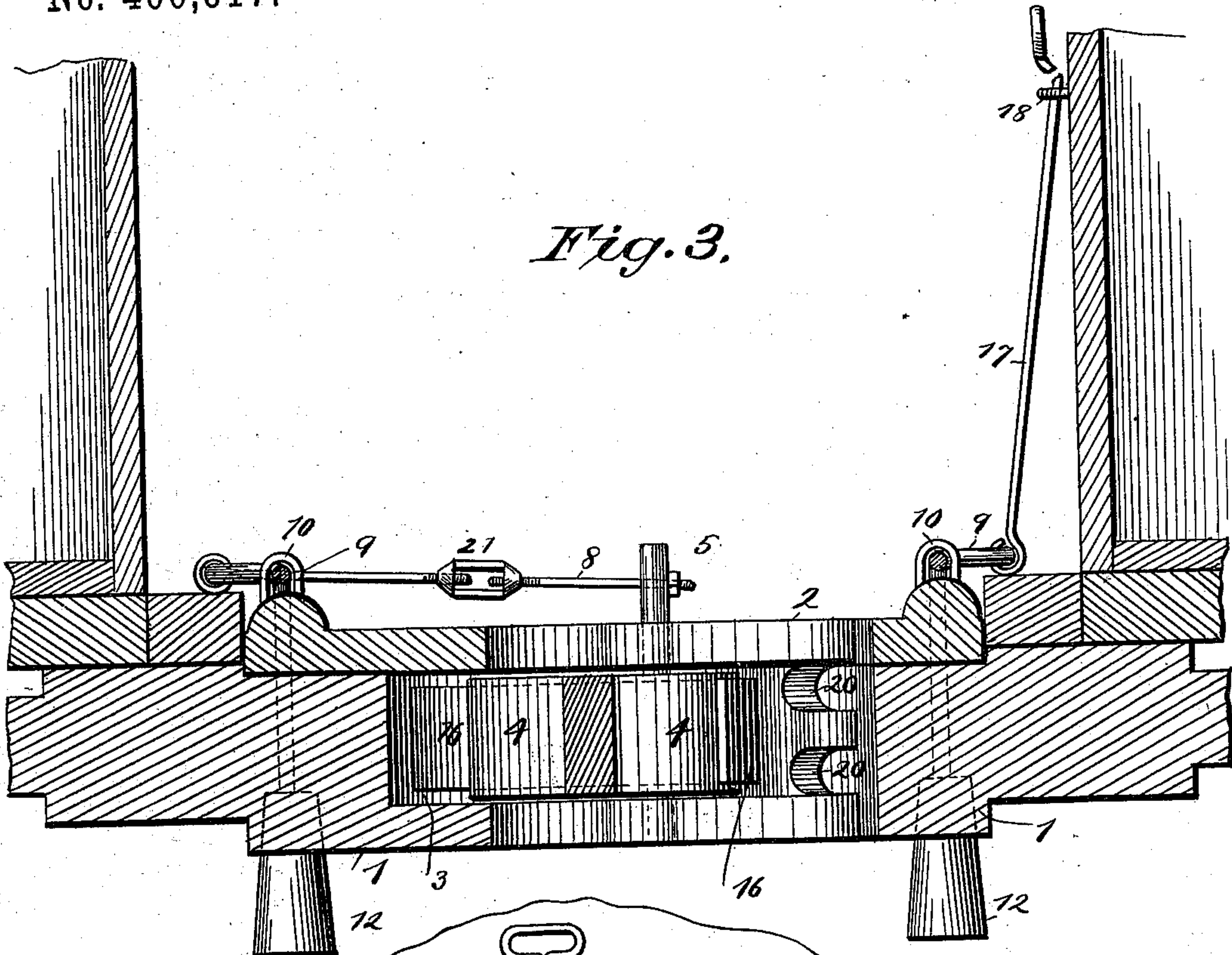
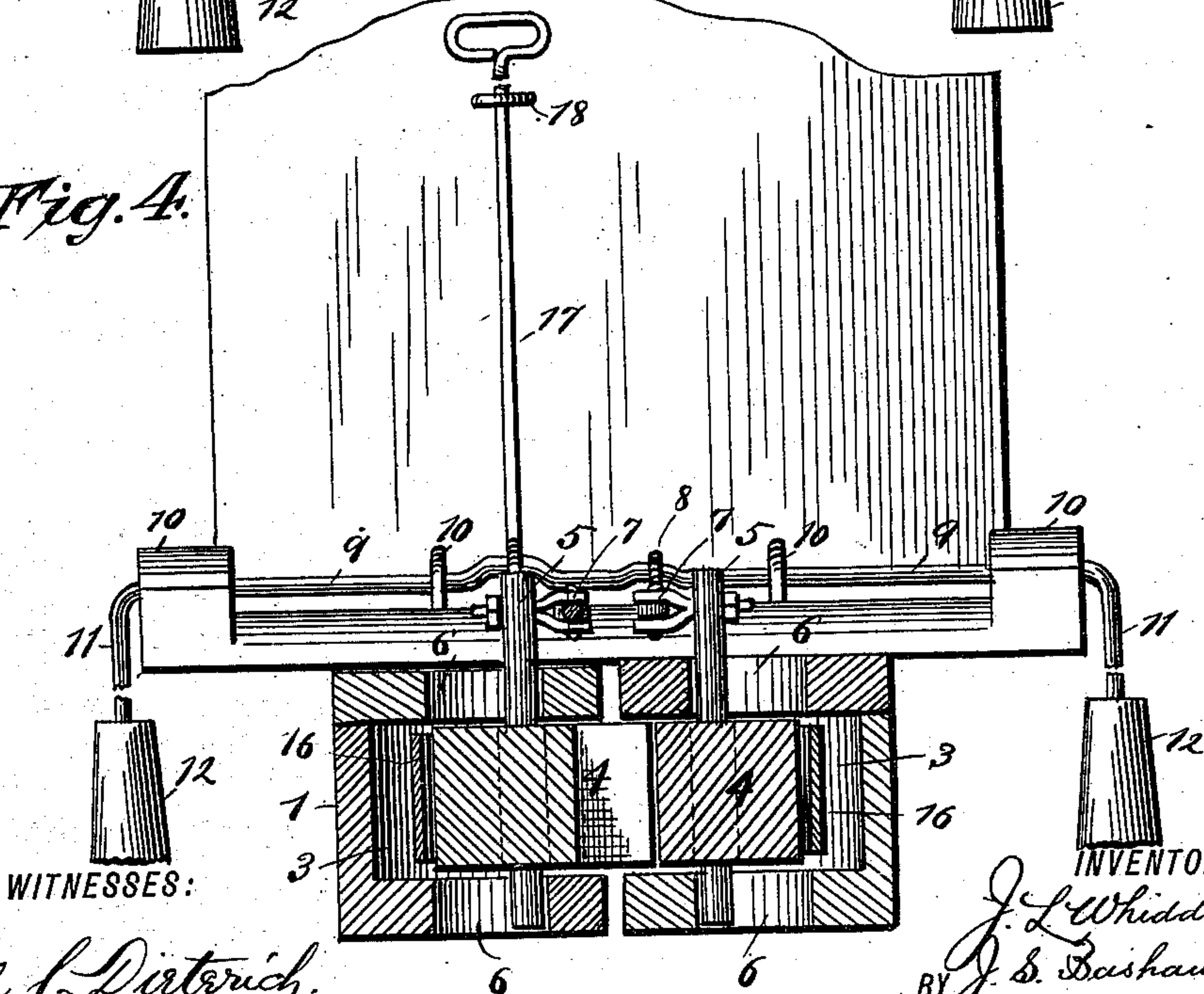


Fig. 4.



WITNESSES:

Phil. C. Dietrich.
W. Sedgwick

INVENTOR:

J. L. Whiddon
J. S. Bashaw

BY

Mumford
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ISAAC LAYFETTE WHIDDON AND JULIAN SEAY BASHAW, OF CHIPLEY,
FLORIDA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 400,617, dated April 2, 1889.

Application filed June 13, 1888. Serial No. 277,155. (No model.)

To all whom it may concern:

Be it known that we, ISAAC LAYFETTE WHIDDON and JULIAN SEAY BASHAW, both of Chipley, in the county of Washington and State of Florida, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

This invention relates to car-couplings, and has for its object to provide a car-coupling which will couple automatically, and which may be uncoupled from either side of a car.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of the invention in coupled position. Fig. 2 is a plan view, in horizontal section, showing coupled position. Fig. 3 is a vertical section on the line *xx*, Fig. 1; and Fig. 4 is a vertical section on the line *yy*, Fig. 1.

In carrying out this invention, draw-heads 1 are provided, formed with inclined overlapping portions 2, having chambers 3, in which are located the rotary and sliding catches 4. The latter are mounted on vertical pins 5, having their ends projecting through curved slots 6 in the top and bottom of the inclined portions 2, the upper ends being provided with arms 7, pivotally connected by rods 8 with crank-rods 9, mounted in bearings 10 on the ends of a car, and having crank-handles 11 at the sides of the car, with weighted ends 12. The catches 4 are formed with the engaging-shoulders 13 and the oval portions 14, with a rearwardly-extending projection, 15, located within curved hook-shaped springs 16, secured to the draw-heads. By means of this construction it will be seen that as the inclined portions 2 of the draw-heads approach and slide over each other the outer side of the oval portions 14 will bear against and slide over each other, thereby pressing back the catches 4, the ends of the pins 5 moving back in the curved slots 6, and upon the shoulders 13 passing each other the catches 4 will be thrown forward by the springs 16 and into engagement.

To effect the uncoupling, the catches 4 are disengaged by rotating a crank-rod, 9, which

acts upon rod 8 and arm 7 to rotate its catch 4 and turn it out of engagement with the other catch 4. The weighted handles 11, by means of weighted ends 12, hold the catches 4 in coupled position.

The uncoupling may be effected from the top of a freight-car by providing an operating-rod, 17, extending up through a guide, 18, to the top of the car and connected at its lower end with crank-rod 9.

In order to use the draw-heads 1 with an ordinary coupling-pin and link, a hole, 19, is formed in the end of the draw-heads, extending through recesses 20, for the admission of a link.

To allow for wear of the parts, the rods 8 are formed in two parts, connected by a turn-buckle, 21.

In order to use the coupling with high and low cars where the portions 2 are located at unequal heights, the latter are formed with vertical recesses or grooves 22 in their overlapping surfaces opposite to the catches 4, thereby permitting the catches 4, owing to their height, to engage each other, whether their upper or lower surfaces are in a higher or lower plane.

It will thus be seen that by means of this invention a strong and secure coupling is provided, which is readily and automatically coupled and which may be easily uncoupled from either side of a car.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. In a car-coupling, the combination, with a draw-head, of a spring-actuated catch mounted in the draw-head to have a laterally sliding and rotary movement, substantially as described.

2. In a car-coupling, the combination, with the draw-heads having overlapping portions, of laterally sliding and rotary catches mounted in the said draw-heads, and springs for holding the catches in engagement, substantially as herein shown and described.

3. In a car-coupling, the draw-heads 1, formed with the inclined overlapping portions 2, having recesses 3, the rotary catches 4, mounted on pins 5, having their ends located in inclined

slots 6 in the top and bottom of draw-heads 1, and formed with shoulders 13, oval portion 14, and projection 15, the reacting-spring 16, extending over the side of projection 15 and
5 oval portion 14, and the crank-rods 9, with weighted crank-handles 11 at the sides of a car, and rods 8 connecting crank-rods 9 with arms 7 on pins 5, substantially as described.

4. In a car-coupling, the draw-heads 1, formed
10 with recess 20 and hole 19 at their outer ends, and with the overlapping inclined portions 2, having recesses 3, the rotary catches 4, mounted on pins 5, having their ends located in curved slots 6 in the top and bottom of draw-head 1,
15 and formed with shoulder 13, oval portion 14, and projection 15, the reacting-springs 16, extending over the side of projection 15 and oval portion 14, the rods 8, connecting arm 7 on pins 5 with crank-rods 9, and the operating-rod 17, connected with crank-rod 9 and
20 extending to the top of a car, substantially as described.

5. In a car-coupling, the draw-heads 1, formed with the inclined overlapping portions 2, having vertical recesses 22 in their abutting sur- 25
faces, recesses 3, with rotary catches 4, mounted on pins 5, having their ends located in inclined slots 6 in the top and bottom of draw-heads 1, and formed with shoulders 13, oval portion 14, and projection 15, the reacting-spring 16, 30
extending over the side of projection 15 and oval portion 14, and the crank-rods 9, with weighted crank-handles 11 at the sides of the car, and rods 8, connecting crank-rods 9 with arms 7 on pins 5, substantially as shown and 35
described.

ISAAC LAYFITTE WHIDDON.

JULIAN SEAY BASHAW.

Witnesses:

A. D. CAMPBELL,

T. P. MCKINNON.