(No Model.)

R. I. WHATLEY.

CAR COUPLING.

No. 438,966. Patented Oct. 21, 1890.

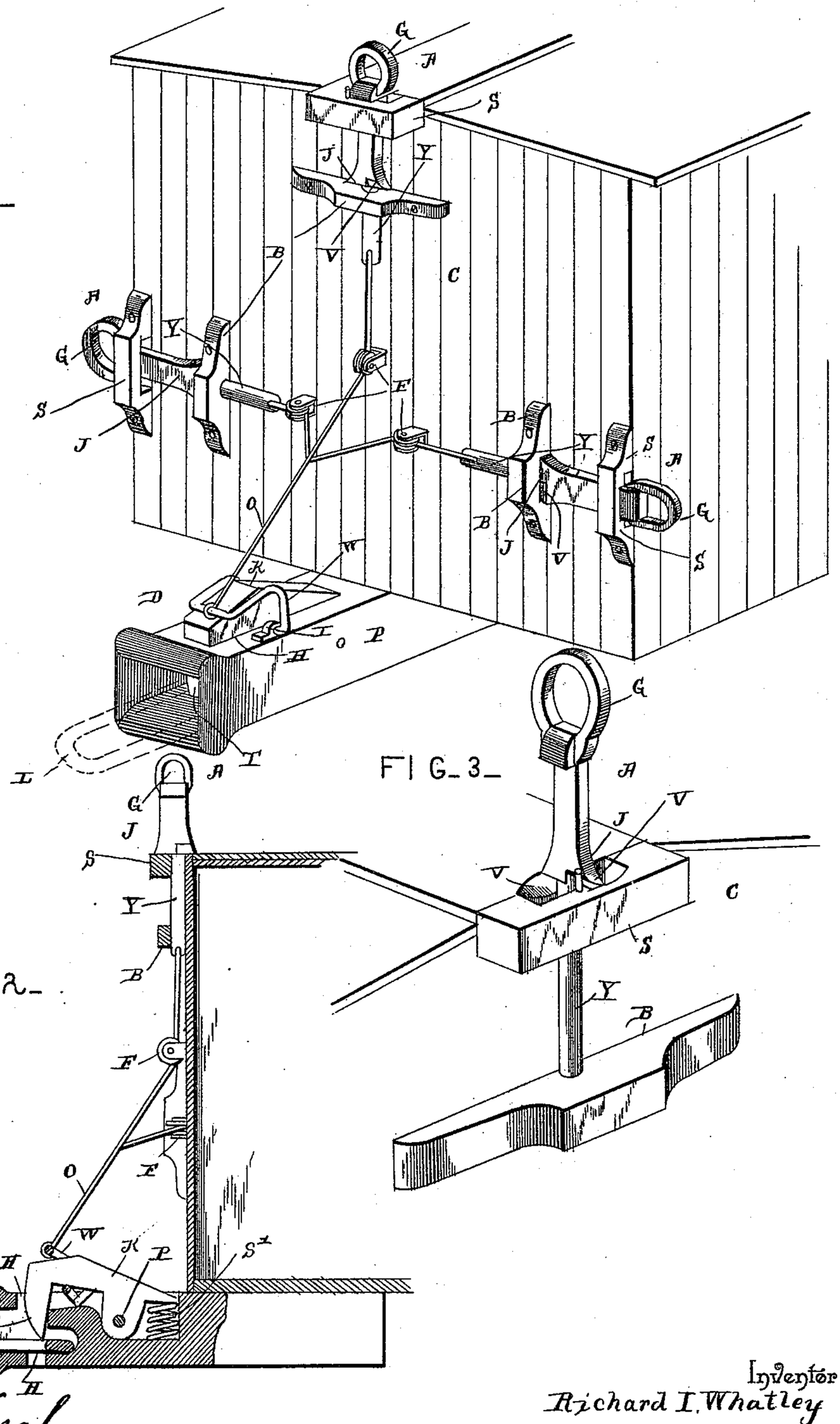

FIG. 1.

FIG. 2.

FIG. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

RICHARD I. WHATLEY, OF BARTLETT, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 438,966, dated October 21, 1890.

Application filed August 25, 1890. Serial No. 362,937. (No model.)

To all whom it may concern:

Be it known that I, RICHARD I. WHATLEY, a citizen of the United States, residing at Bartlett, in the county of Williamson and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings. The object of the same is to provide means for raising the catch to release it from either side or from the top of the car, and holding it in such raised position. This object I accomplish by my improved car-coupling, constructed in accordance with the following specification and claims.

In the drawings, Figure 1 is a perspective of the end of a car having my improved coupling attached thereto, a link being shown therein. Fig. 2 is a central vertical longitudinal section of the draw-head. Fig. 3 is an enlarged perspective detail of one of the handles and its holding devices.

Referring to the said drawings, the letter C designates in the present instance a freight-car having a draw-head D of the usual construction, except as hereinafter stated. Upon a pivot P through this draw-head is mounted a catch K, whose rear end is pressed upwardly by a spring S′, and the front end of this catch has a tip T, adapted to pass through a hole H in the bottom of the draw-head, and through a link L when the same is inserted in the open end of the draw-head. The front end of the tip T is beveled as shown, and as usual in this class of devices.

W is a wire frame journaled in eyes I in the top of the draw-head and having forwardly-extending arms resting against the upper and lower sides of the catch K. From the upper arm of this frame a wire or cord O extends rearwardly, is branched, as shown in Fig. 1, thence leads over friction-pulleys F on the end of the car, and is connected to the inner ends of three handles A. Each of said handles A comprises a cylindrical shank Y at its inner end, which slides longitudinally through and turns in a bearing B, secured to the end of the car. It also comprises a wedge-shaped body J just outside said bearing B, whose opposite transverse faces are oppositely beveled, as at V, and it also comprises an open handle or ring G at its upper end.

S is a slotted bearing, through which the wedge J may pass, and the opposite faces of the slot are oppositely inclined, as shown in Fig. 3.

When it is desired to raise the catch from either side or from the top of the car, the handle A at that point is drawn upon until the wedge J passes through or nearly through the slotted bearing S, when the handle is turned axially, so that its beveled faces V will ride up the inclined faces of said bearing, and thereby draw upon the wire or cord O and hold it tight. As this cord is drawn upon, the wire frame W is turned in the eyes I and its lower arm, bearing beneath the lower side of the catch, raises the same around its pivot P and releases the link. In order to permit the tip of the catch to again pass through the hole H in the draw-head D, the handle A, that has been turned at right angles to the slot in the bearing S, is again turned to its original position, and the force of the spring S′ will thrown the catch into position, as will be readily understood. It will be obvious that the catch will automatically lock at any time while depressed when a link is forced beneath it, also that the devices herein described can be used in connection with a coupling of the ordinary pin-and-link character.

What I claim is—

1. In a car-coupling, the combination, with the draw-head D and the catch K, pivoted therein and having tip T extending vertically through the front end thereof, of eyes I in said draw-head, a wire frame W, journaled in said eyes and having forwardly-extending arms above and beneath the body of said catch, and means, substantially as described, for turning the frame in said eyes, as and for the purpose set forth.

2. In a car-coupling, the combination, with the draw-head D, the spring-actuated catch K therein, and the cord O for raising said catch, of a circular bearing B upon the end of the car, a slotted bearing S above the same, whose upper faces are oppositely inclined, and the handle A, having a cylindrical shank Y sliding longitudinally and turning axially in said

bearing B, a wedge-shaped body J, adapted to pass through said slotted bearing, and whose opposite faces V are transversely beveled, and a ring G at its upper end, the cord O leading over friction-pulleys F on the end of the car and being connected to the end of said cylindrical shank, as and for the purpose set forth.

3. In a car-coupling, the combination, with the spring-actuated catch K, pivoted in the draw-head, the wire frame W, mounted on the draw-head and adapted to actuate said catch, the cord O, connected to said frame, extending rearwardly therefrom, and branching into three members, and the friction-pulleys F on the end of the car, over which said members pass, of the slotted bearings S at the two sides and at the top of the end of the car, the handles A, moving axially and longitudinally therein, and the wedges J upon opposite sides of said handles, the inner ends of the latter being connected to the said branches of the cord O, as and for the purpose hereinbefore set forth.

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

RICHARD I. WHATLEY.

Witnesses:

A. M. LINEBERGER,

W. P. POWELL.