

Car-Coupling.

No. 218,204.

Patented Aug. 5, 1879.

Fig 1.

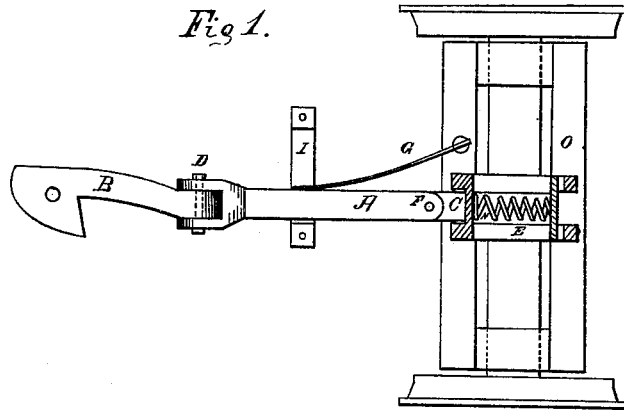
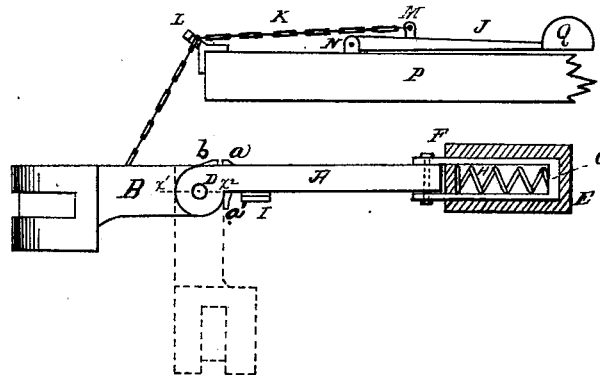


Fig 2.



WITNESSES

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IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **218,204**, dated August 5, 1879; application filed April 29, 1879.

To all whom it may concern:

Be it known that I, CHARLES D. WHITING, of Racine, in the State of Wisconsin, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

The object of this invention is to construct a car-coupling that is easily and quickly coupled and uncoupled, and that can be used on cars of different heights.

Figure 1 is a horizontal view; Fig. 2, a side view.

Similar letters of reference indicate corresponding parts.

A is the draw-bar, and B the draw-head, connected to the draw-bar by a knuckle-joint, the pivotal point D being on a line with one of the horizontal surfaces of the draw-bar, as seen at the line $x^1 x^2$.

In arranging the coupling for use on a low car, the draw-bar is placed so that the pivotal point D is on a line with the upper surface of the draw-bar. For high cars the draw-bar is placed so that the pivotal point is on a line with the lower surface of the draw-bar, the draw-head B remaining in the same position as seen in Fig. 2, and is never reversed.

Two lugs, a a' , are placed on the draw-bar near the joint—one, a , above, the other, a' , below—so that no matter in which position the draw-bar may be, the lug b on the upper surface of the draw-head will strike against a similar one on the draw-bar, thus preventing the draw-head from being drawn up above the level of the upper surface of the draw-bar. The lower part of the draw-head at the joint is rounded off, so as to allow the draw-head to drop down.

The draw-head impinges against a similar draw-head on the other car, and in coupling the draw-head is pushed to one side until the opposing draw-head passes, when it is pushed back to place by the spring G, Fig. 2, which presses against the side of the draw-bar.

The draw-bar slides upon and is kept in place by the slide I, attached to the bottom of the car.

The draw-bar is held up by the chain K, attached to the lever J by an eyebolt, M, the lever being held down by the counter-weight Q. In uncoupling, the lever is raised and slackens the chain, thereby allowing the draw-head to drop down and free itself from the opposite coupling.

The draw-bar is not to be changed after being once placed in position, but is intended to bring the couplings of high and low cars to somewhere near a standard height from the road-bed.

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

1. The draw-bar A, having the lugs a and a' , in combination with the draw-head B, having lug b , whereby the draw-bar can be reversed to suit cars of different heights.

2. The draw-head B, jointed to the draw-bar A, and uncoupling by dropping downward, in combination with the chain K, lever J, and weight Q.

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

CHARLES D. WHITING.

Witnesses:

SIMEON WHITELEY,
J. H. OXDALE.