(No Model.)

J. M. WHITE.

CAR COUPLING.

No. 345,560. Patented July 13, 1886.

Fig. 1.

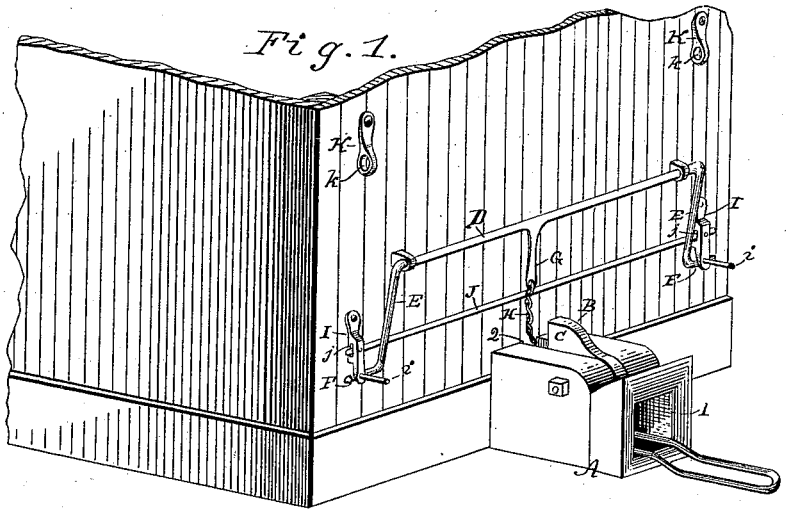


Fig. 2.

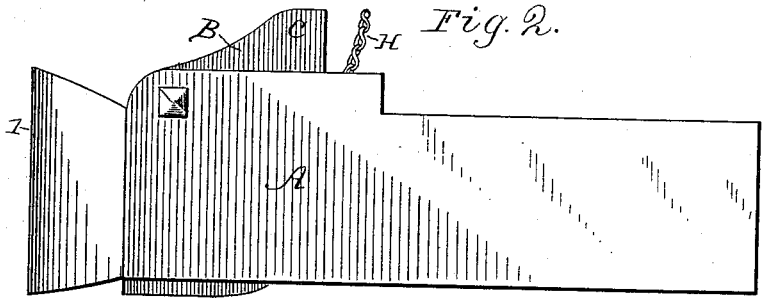
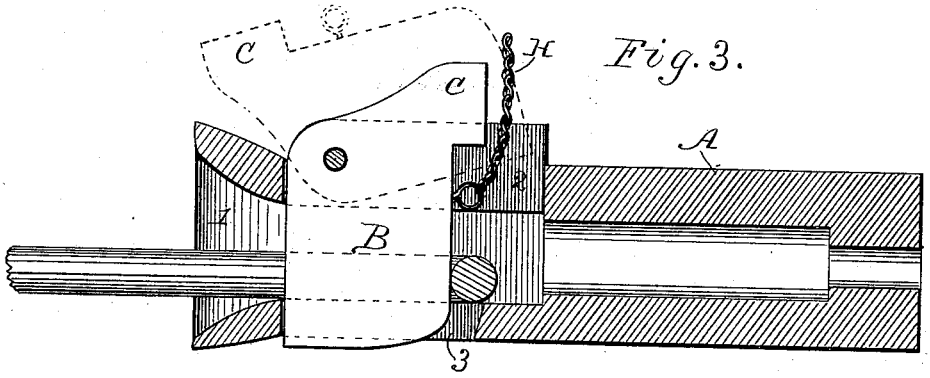


Fig. 3.



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JOHN M. WHITE, OF TERRE HAUTE, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 345,560, dated July 13, 1886.

Application filed February 11, 1886. Serial No. 191,660. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. WHITE, of Terre Haute, in the county of Vigo and State of Indiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a description.

This invention is an improvement in car-couplings; and it consists in certain novel constructions and combinations of parts, as will be hereinafter described.

In the drawings, Figure 1 is a perspective view of one end of a car provided with my improvement. Fig. 2 is a side view of the draw-head, and Fig. 3 is a longitudinal section thereof.

The draw-head A has a mouth, 1, and has openings 2 and 3, formed through, respectively, its top and bottom walls. In the upper opening, 2, is pivoted the coupling pin or hook B, which is formed of metal flattened, as shown, and pivoted near its upper forward corner. From such pivot the upper edge of the hook curves rearwardly and upward, and the hook is provided at its upper rear corner with an extension, C, which serves as a counter-balance when the hook is uplifted, and in a measure relieves the hook-elevating devices when the hook is raised to the position shown in dotted lines, Fig. 3. When in this position, it will be noticed the extension C will rest in front of the pivot of the hook, and will in such manner partially balance the body of the hook.

To the car above the draw-head I journal a shaft, D, extending transversely from side to side of the car, and provided at its ends with crank-arms E, having handles F, by which the shaft may be oscillated. Midway its ends this shaft D has a forwardly-extended crank, G, joined by connection H with the rear side of the coupling-hook. By turning this shaft D from either side of the car the hook may be raised to effect an uncoupling of the cars.

At each side of and to the car are pivoted latches I, one arranged to turn over each of the handles F; but manifestly they may be arranged to turn directly over the body of arms E, where so desired. These latches have their outer ends provided with handles *i* and are formed between their ends with a thickened portion having slots *j*, in which the ends of connecting-bar J are fastened. This bar, it will be seen, transmits the motions of one latch to the other, so that both may be adjusted out of engagement with the crank-arms from either side of the car. When used on a platform-car, the shaft may be journaled directly to the floor of the platform, while on box-cars it may be journaled to the end thereof, as shown.

The connection H, joining the lifting arm or crank to the coupling pin or hook, is preferably, as shown, a chain in order to prevent any jerking of the uncoupling devices in the act of coupling. It will be seen that my coupler will work with the ordinary draw-head and pin, as the link held at one end by my coupling may have its other end inserted in and held by the said common construction.

In order to secure the devices in uncoupled position I provide a latch or latches, K, pivoted at or near one end to the car and provided near their other ends with openings *k*, fitted to engage the crank-handles of arms E, as will be understood from Fig. 1.

It will be noticed that the counterbalancing portion C is arranged at an obtuse angle to the portion B, which secures the link, so that a shorter portion, C, may be used, and the operating-cord may be connected with the rear side of the portion B below the counterbalancing portion.

Having thus described my invention, what I claim as new is—

1. The combination, with the coupling devices and the shaft having the handle-arm, of a latch, K, pivotally supported and provided with an opening, *k*, adapted to fit over the handle-arm of the shaft, substantially as set forth.

2. The combination of the draw-head, the coupling devices, the shaft D, provided with cranks E and G, latches arranged to engage cranks E, and a bar connecting said latches, whereby they may be simultaneously adjusted and one by the movement of the other, substantially as set forth.

3. The improvement in car-couplings consisting of the draw-head having a mouth, 1, and openings 2 and 3, the pivoted coupling pin or hook provided with a counterbalancing extension, C, the shaft D, having cranks E and G, a connection, H, the latches, and the connecting-bar joining said latches, substantially as set forth.

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