

(No Model.)

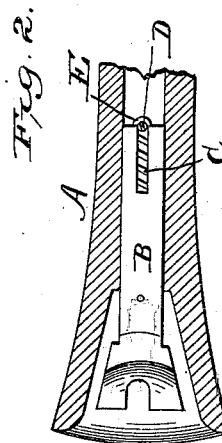
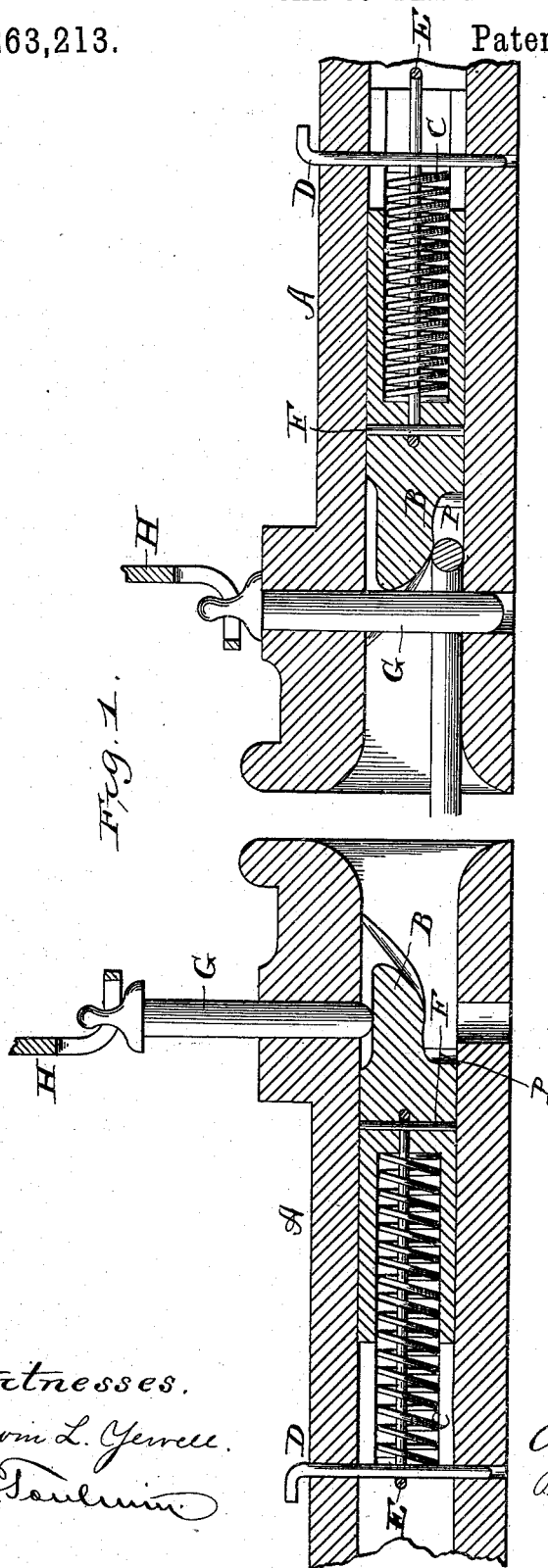
2 Sheets—Sheet 1.

A. A. PORTER.

CAR COUPLING.

No. 263,213.

Patented Aug. 22, 1882.



Witnesses.  
Edwin L. Yerrell.  
H. A. Paulman.

Inventor.  
A. A. Porter.  
By C. M. Alexander.  
Attorney.

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2 Sheets—Sheet 2.

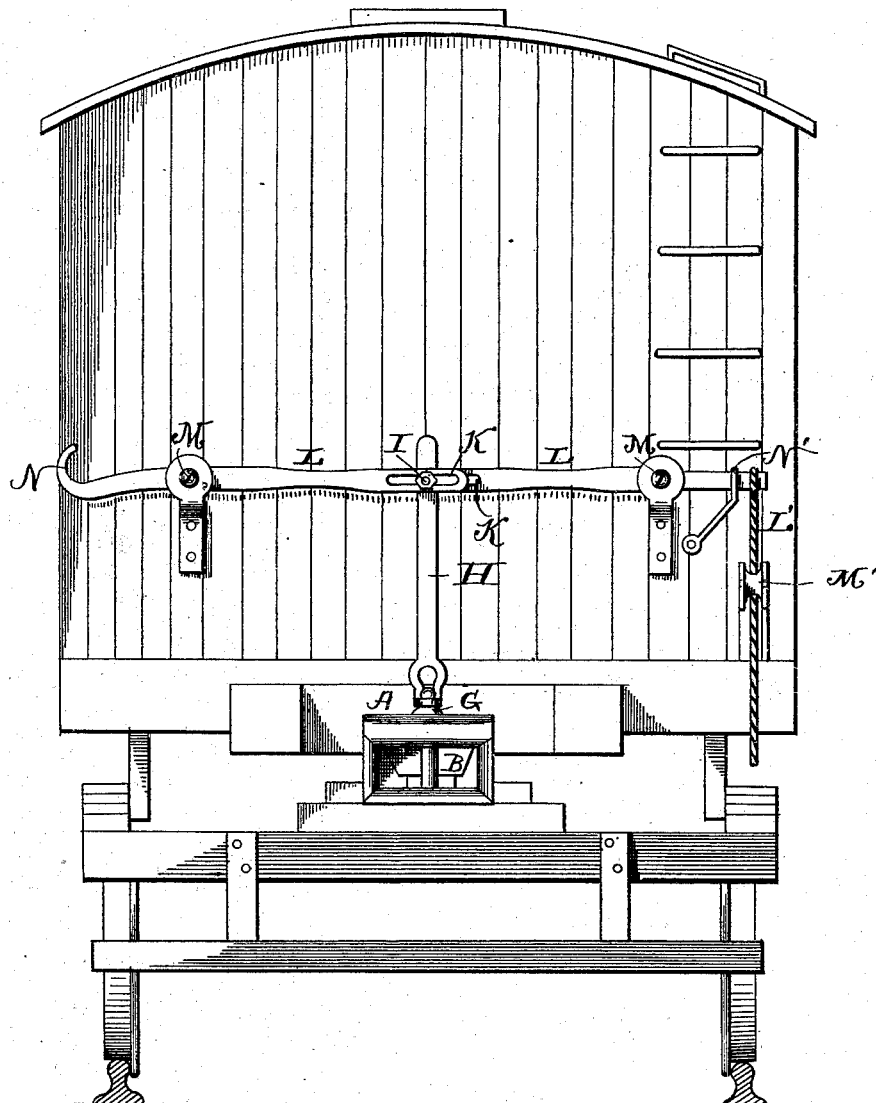
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*Fig. 3.*



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# UNITED STATES PATENT OFFICE.

ARCHIBALD A. PORTER, OF GRIFFIN, GEORGIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,213, dated August 22, 1882.

Application filed July 5, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, ARCHIBALD A. PORTER, of Griffin, in the county of Spalding, and in the State of Georgia, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to certain improvements in car-couplers and mechanism for operating the same; and it has for its objects to provide for automatically coupling the cars and for uncoupling the same without necessitating the entrance of a person between the same for the purpose of preventing accidents. These objects I attain by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents a sectional view, showing two draw-heads with the coupling-pins in elevated and dropped positions, respectively. Fig. 2 represents a horizontal section of one of the draw-heads; and Fig. 3 represents an end elevation of a car, showing my coupler and the mechanism for uncoupling.

The letter A indicates the draw-heads, which are constructed with the usual flaring-mouths, and are chambered for the reception of the movable slides B. These slides at their forward ends are formed, as indicated in Figs. 1 and 2, with a depression on top and a recess at the forward edge. The said slides are recessed at their rear ends for the reception of a spiral spring, C, which bears at the rear against a pin, D, which serves, in connection with a link, E, and pin F, to hold the slide in place and at the same time permit it to play freely.

The letter G indicates a coupling-pin of the ordinary construction, which is adapted to set through the coupling-pin apertures in the draw-head and through the link, as usual. The pin has a head at its top, under which sits the bent slotted end of an upright bar, H, which is provided with a pin, I, extending through slots K in the levers L, which are

fulcrumed to the end of the car at M. The short arms of said levers may be curved, as indicated by the letter N, to form handles by which they may be operated; or they may have connected to them a rope, L', running under a pulley, M', to the opposite car, and from thence to the locomotive. In case the rope is thus employed, a spring, N', is attached to the car and sits over the lever, the said spring serving to push the rope off the lever when the rope is drawn upon and the short arm of the lever is depressed. The slides at their forward ends are provided with undercut recesses P, which serve to hold the link in a horizontal position in one head when the cars are approaching each other. In coupling the cars the parts are arranged as shown in Fig. 1, and upon the links entering the head at the left of said figure the slide is thrown back, automatically effecting the coupling. To uncouple it is only necessary to draw upon the levers at either side of the car to release the coupling-pin. By means of the rope extending to the locomotive the cars may be uncoupled by the engineer without stopping the train.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination with the draw-heads, the movable slides, constructed as described, and recessed at their rear portions, the spiral springs sitting in the recessed portions, the links extending longitudinally through said springs, and the pins extending through the slides and the draw-head, respectively, and also through the links, substantially as and for the purposes specified.

2. In combination with the coupling-pins, connecting-bars, and slotted levers, the rope and spring, and the pulley under which such rope passes, substantially as and for the purposes specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 6th day of June, 1882.

ARCHIBALD A. PORTER.

Witnesses:

ALEXANDER G. MURRAY,  
H. P. WHITE.