D. R. HALTER.

CAR-COUPLING.

No. 191,850. Patented June 12, 1877.

Fig: 1.

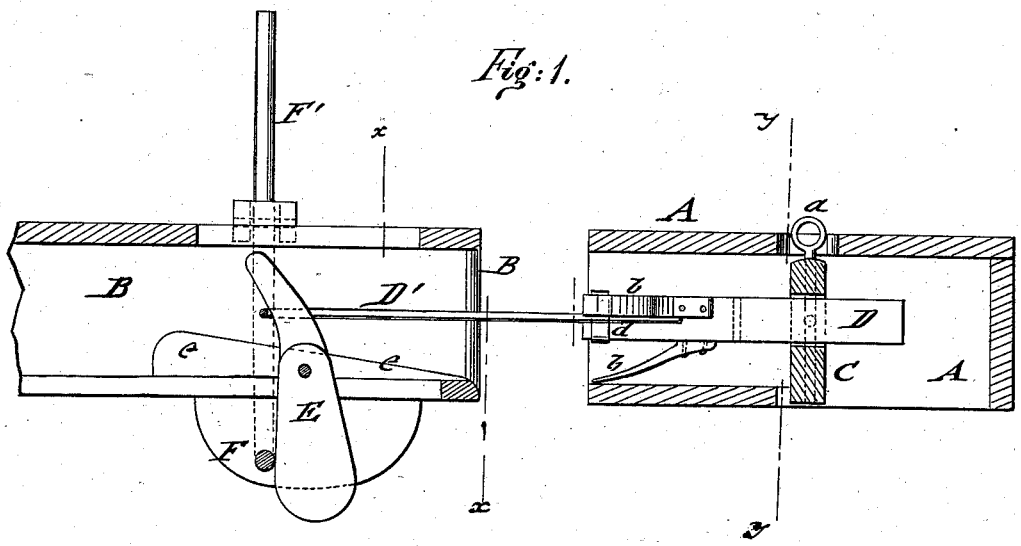


Fig: 2.

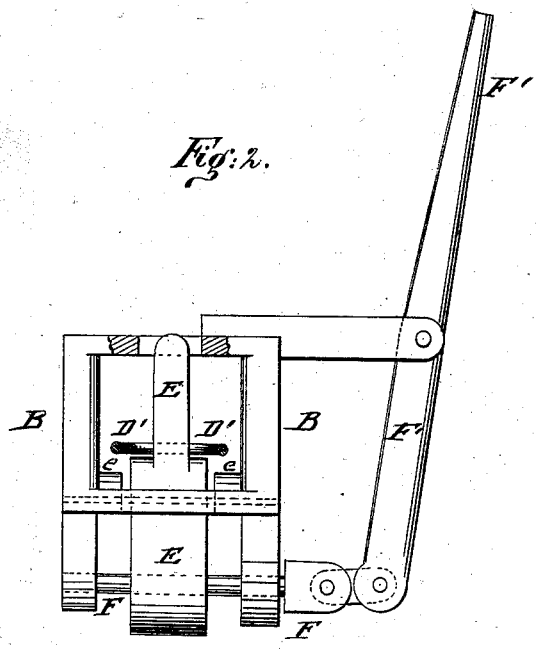
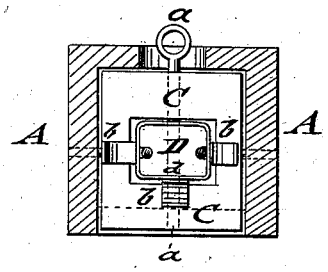


Fig: 3.



WITNESSES:

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DAVID R. HALTER, OF LEE'S CROSS ROADS, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **191,850**, dated June 12, 1877; application filed May 28, 1877.

To all whom it may concern:

Be it known that I, DAVID R. HALTER, of Lee's Cross Roads, in the county of Cumberland and State of Pennsylvania, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a vertical longitudinal section of my improved car-coupling; Fig. 2, an end view, partly in section on line *x x*, Fig. 1; and Fig. 3, a vertical transverse section of the same on line *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The invention relates to that class of automatically-working car-couplings by which the entering of the brakeman between the cars, and the consequent danger to life and limb, are avoided, and cars with platforms of different heights coupled and readily uncoupled at any time, even when they are in motion.

The invention consists of a draw-head having hinged, spring-acted, and adjustable coupling-link, in connection with a draw-head having a pivoted and weighted draw-lever and a laterally-sliding coupling and uncoupling pin.

In the drawing, A represents one draw-head, and B the connecting draw-head, of my improved automatic coupling, which may be arranged in connection with cars having platforms of different height.

The draw-head A is provided with a sidewise-pivoted guide-frame, C, at some distance back of the mouth, said guide-frame having a central recess, to which the sliding stock D of the coupling-link D′ is secured by a vertical pin, *a*, passing through holes of the guide-frame C and a hole of the stock.

The link-stock D may be provided with several pin-holes at different distances from each other, so that the link may be adjusted to extend at greater or less length from the draw-head, and couple the cars at different distances from each other, as desired. The link-stock has cushioning side and bottom springs *b*, that retain the link in central position to facilitate coupling.

The link is firmly attached to side grooves of the stock by a fastening-band, *d*, extending around the link and front end of stock

The link enters the opposite draw-head B and passes along inclined side shoulders *e* of the same, striking against a pivoted and weighted draw-lever, E, so as to throw the same back until it has passed beyond the upper part of the same, which is then carried up again by its lower weighted arm, so as to couple the link.

A cross-pin, F, extends laterally back of the lower weighted arm of the coupling-lever E, and prevents the forward swinging of the same and the uncoupling of the link. The cross-pin may, however, be withdrawn by a pivot link and lever, F′, attached to the outside of the draw-head, the cross pin sliding in suitable guides at the bottom of the draw-head. As soon as the cross-pin is withdrawn the coupling-lever swings forward and admits the uncoupling of the link. This may be accomplished at any time, even when the cars are in motion, while also both draw-heads may readily be coupled, respectively, with the common pin and link.

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

1. The combination of draw-head A, having swinging and spring-acted coupling-link, with the draw-head B, having pivoted and weighted draw-lever E and laterally-sliding coupling and uncoupling pin F, substantially in the manner and for the purposes set forth.

2. The combination of draw-head A, having pivoted guide-frame C, with the adjustable link-stock, having cushioned side and bottom springs, and with the locking-pin *a*, passing through guide-frame and stock, substantially as specified.

3. The combination of link-stock D, having side grooves, with the forward-extending coupling-link D′ and fastening-band *d*, substantially as described.

DAVID R. HALTER.

Witnesses:
JAMES A. CLARK,
JOHN T. RAILING.