D. S. KRICK & N. RAICHARD.

Car-Coupling.

No. 210,615. Patented Dec. 10, 1878.

FIG. 1.

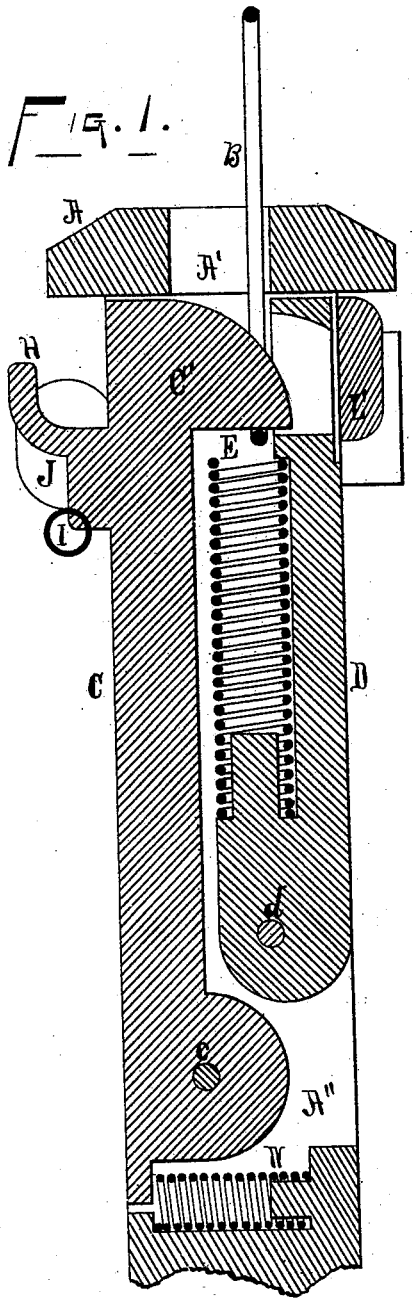



FIG. 2.

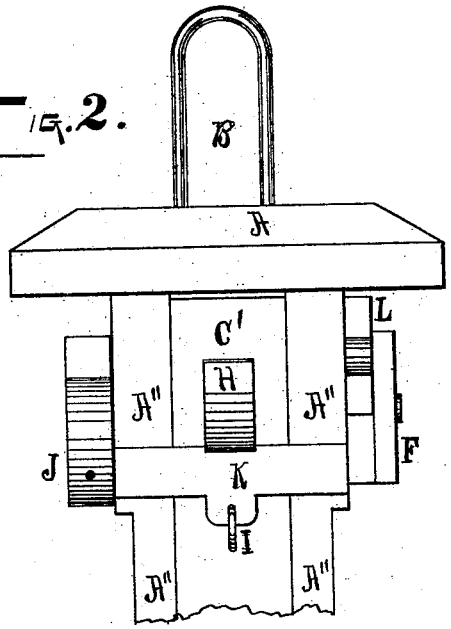



FIG. 3.

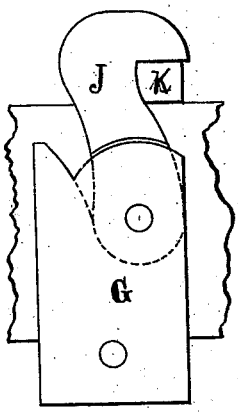
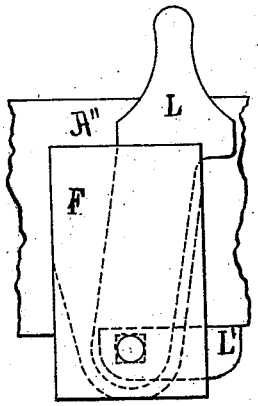



FIG. 4.

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# UNITED STATES PATENT OFFICE.

DENNIS S. KRICK AND NICKOLAUS RAICHARD, OF ERIE, PENNSYLVANIA.

## IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **210,615**, dated December 10, 1878; application filed September 27, 1878.

*To all whom it may concern:*

Be it known that we, DENNIS S. KRICK and NICKOLAUS RAICHARD, of Erie, in the county of Erie and State of Pennsylvania, have invented a new and useful Car-Coupler; and we do hereby declare the following to be a full, clear, and exact description thereof.

Our invention relates to the construction of car-couplers; and consists in providing a device in which the common connecting-link is used, but is retained by other means than a pin, and is provided with means for raising or lowering the link, so as to connect with cars of various heights. Our device is also provided with a device for locking the link-catch, so as to prevent accidental uncoupling.

Our device is shown in the accompanying drawing, as follows:

Figure 1 is a longitudinal vertical section of our draw-head. Fig. 2 is a top or plan view of the head end of the same. Fig. 3 is an elevation of the left side of Fig. 2, with parts broken off; and Fig. 4 is a similar view of the opposite side.

A is the cap or face of the draw-head. A′ is the opening for the link B to enter. A″ are the sides of the draw-head.

C is the link-catch. It is pivoted between the sides A″ at *c*, and forms the top of the draw-head. It acts like a spring-latch, having a spring, N, at its inner end to keep it in position at its catching end.

As the link B enters the opening A′, it lifts the catch by passing under the hook-lug C′, and as soon as it has entered far enough the hook falls into the opening of the link. If the link passes farther after engaging with the hook, it comes in contact with a buffer-spring, E, the object of which is obvious.

The catch or latch C is provided on top with a handle, H, for lifting it up for uncoupling purposes; and a loop, I, is also provided, in which a chain or cord may be attached and run to the side or top of the car, when the catch can be lifted by it, if desired, without going between the cars.

The latch or catch is also provided with an arm, K, which extends to one side, where it may be engaged by a hook, J, Figs. 2 and 3, and thus retain the catch C, and prevent it jumping up by the jarring of the cars.

The bottom D of the draw-head is pivoted at *d*, and in front rests on a tumbler, L′, which is connected with a lever, L, (see Fig. 4,) by which it can be turned, and thus raise the outer or free end of the bottom D. By this device the link can be raised and lowered at pleasure, and thus steer it into an approaching draw-head.

Our coupler will operate in connection with the ordinary link-and-pin draw-head, or with any head having a common link.

What we claim is—

1. The combination, within the draw-head A A′ A″, of the pivoted bottom piece, D, adapted to lift the link B, substantially as described, and for the purposes mentioned.

2. The combination of the bottom piece, D, spring E, and link B, substantially as and for the purposes set forth.

3. The combination of the bottom piece, D, tumbler L′, lever L, and link B, substantially as shown.

4. The combination of the catch C C′, arm K, and hook J, substantially as shown.

In testimony whereof we, the said DENNIS S. KRICK and NICKOLAUS RAICHARD, have hereunto set our hands.

DENNIS S. KRICK.
NICKOLAUS RAICHARD.

Witnesses:
JNO. K. HALLOCK,
S. S. SPENCER.