

D. R. HALTER.
Car-Coupling.

No. 200,451.

Patented Feb. 19, 1878.

Fig. 1.

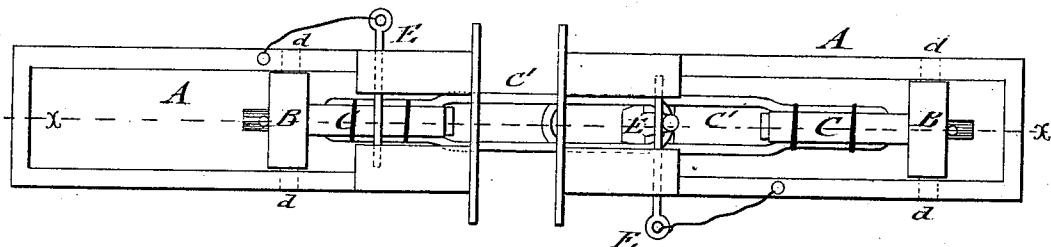
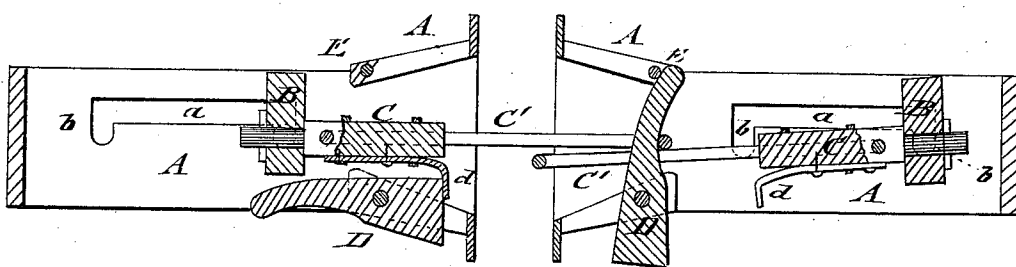


Fig. 2.



WITNESSES:

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

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. **200,451**, dated February 19, 1878; application filed January 24, 1878.

To all whom it may concern:

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

In the accompanying drawings, Figure 1 represents a top view, and Fig. 2 a vertical longitudinal section on line *ax*, Fig. 1, of my improved car-coupling.

Similar letters of reference indicate corresponding parts.

The object of this invention is to so improve the car-coupling for which Letters Patent have been granted to me heretofore, dated June 12, 1877, and numbered 191,850, that a more effective construction is obtained by making the link of each draw-head adjustable in such a manner as to throw it in or out of use; and the invention consists of the draw-head, provided with side guide-slots and end recesses or seats for the guide frame or block to which the link-stock is attached. The link-stock is provided with a catch-spring at the under side, that engages the fulcrumed catch-lever, so as to be supported thereby.

Referring to the drawings, A represents the draw-head of my improved car-coupling, which is made with a mouth, having inclined top and bottom rails, for guiding the coupling-link into position. The draw-head A is arranged at both sides with slots *a*, that have downward-extending end recesses or seats *b* for the pivots *d* of a guide frame or block, B, to which the link-stock C is centrally swiveled. The link-stock C is made round or square at the rear end, and passed through a hole of the guide-block, and retained by a cross-pin.

The coupling-link C' extends forward from the link-stock C, and is attached to side recesses of the latter by strong fastening-bands.

The guide-block B of link C' may be moved in the side slots of the draw-head, and seated either in the front or rear ends of the same, according as the link is desired to be used or not.

When the guide-block is seated in the rear

recesses the link does not project beyond the draw-head, and is thereby silent. The link of the connecting draw-head is then used for coupling therewith. Each draw-head is also provided with a fulcrumed and weighted draw-lever, D, and with a locking-pin, E, that passes through lateral holes of the top part of the draw-head, across the same, and forms the stop against which the lighter upper arm of the draw-lever bears when drawn forward by the coupling-link of the connecting draw-head.

Each link-block C has a catch-spring, *d*, at the under side, by which it may be seated on the catch-lever, the downwardly-bent end of the catch-spring bearing against the lower weighted and angular end of the catch-lever, the latter assuming then nearly a horizontal position, with the lighter end bearing against the bottom of the guide-block. This position of the catch-lever and link-stock is shown in Fig. 2, and takes place when the guide-block is seated in the front recesses of the slots, with the link extending beyond the mouth of the draw-head for coupling.

As the link of the other draw-head is drawn back and the catch-lever carried by its weighted part into upright position, the link, in entering, pushes readily the catch-lever back, passes over it, and rights itself again, so as to couple thereby the link.

The catch-lever of the projecting link serves to support the link in horizontal, or nearly horizontal, position, so as to facilitate the entrance into the mouth of the draw-head.

Thus an automatic and reliable coupling of the cars is obtained, in which the link of one car is employed for coupling while that of the other is drawn back, and therefore inactive for the purpose of coupling.

For uncoupling, the lateral stop-pin of the catch-lever is withdrawn, and thereby the link released.

The cross-pin is hung by a chain to the draw-head, so as to be ready for use whenever required.

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

1. In car-couplings, a draw-head having horizontal side slots, with end recesses or seats, in combination with an adjustable guide frame or block and link-stock attached to guide-frame, to extend link beyond mouth of draw-head or withdraw it, substantially as and for the purpose described.

2. The combination of the draw-head A,

having slotted sides, adjustable guide-block B, and link-block C, having bottom spring-catch *d*, with fulcrumed draw-lever D, substantially as and for the purpose specified.

DAVID ROLAND HALTER.

Witnesses:

GEORGE W. HOCH,
JOHN McCURDY.