

C. PORTER.
Car-Couplings.

No. 136,540.

Patented March 4, 1873.

Fig. 1.

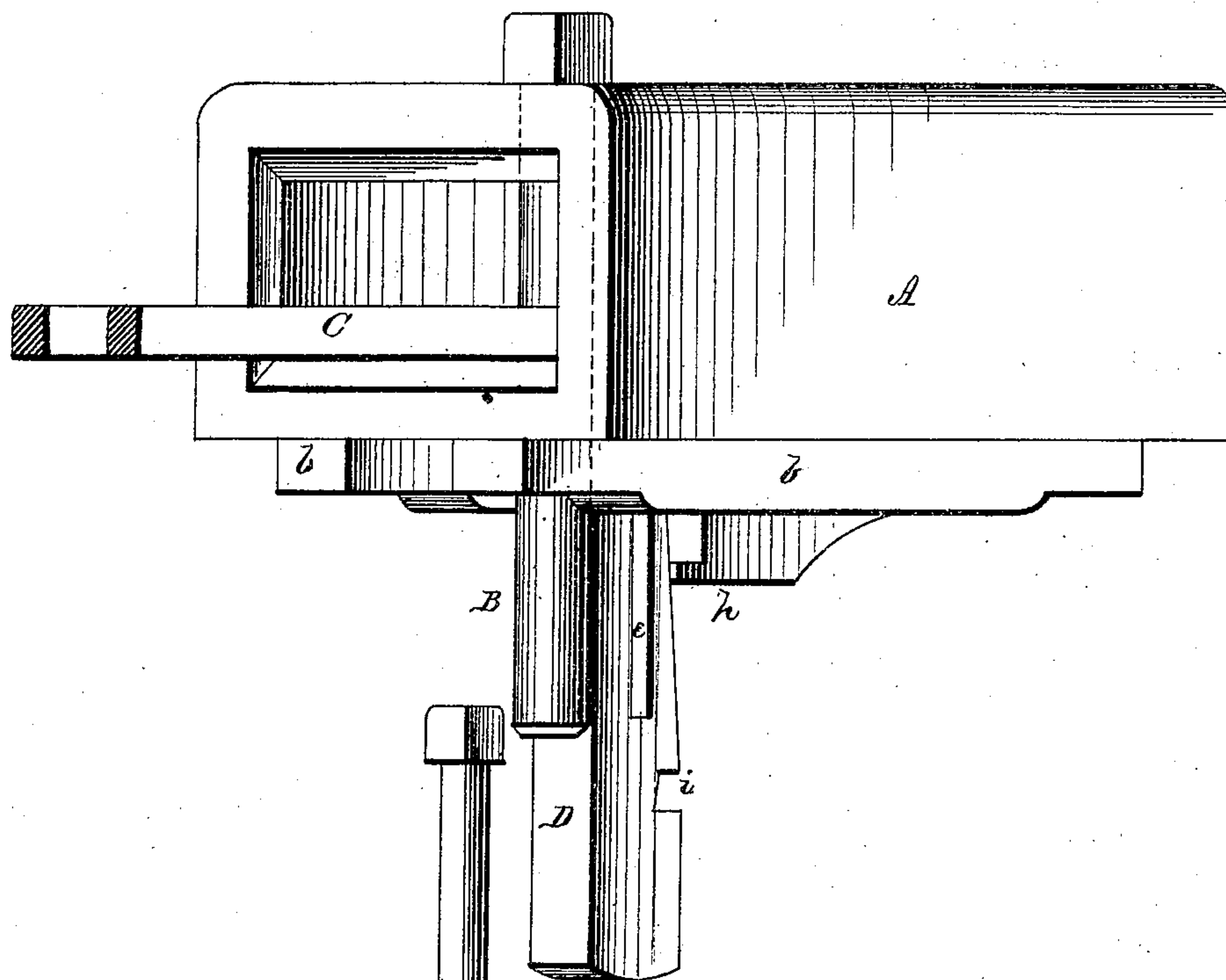
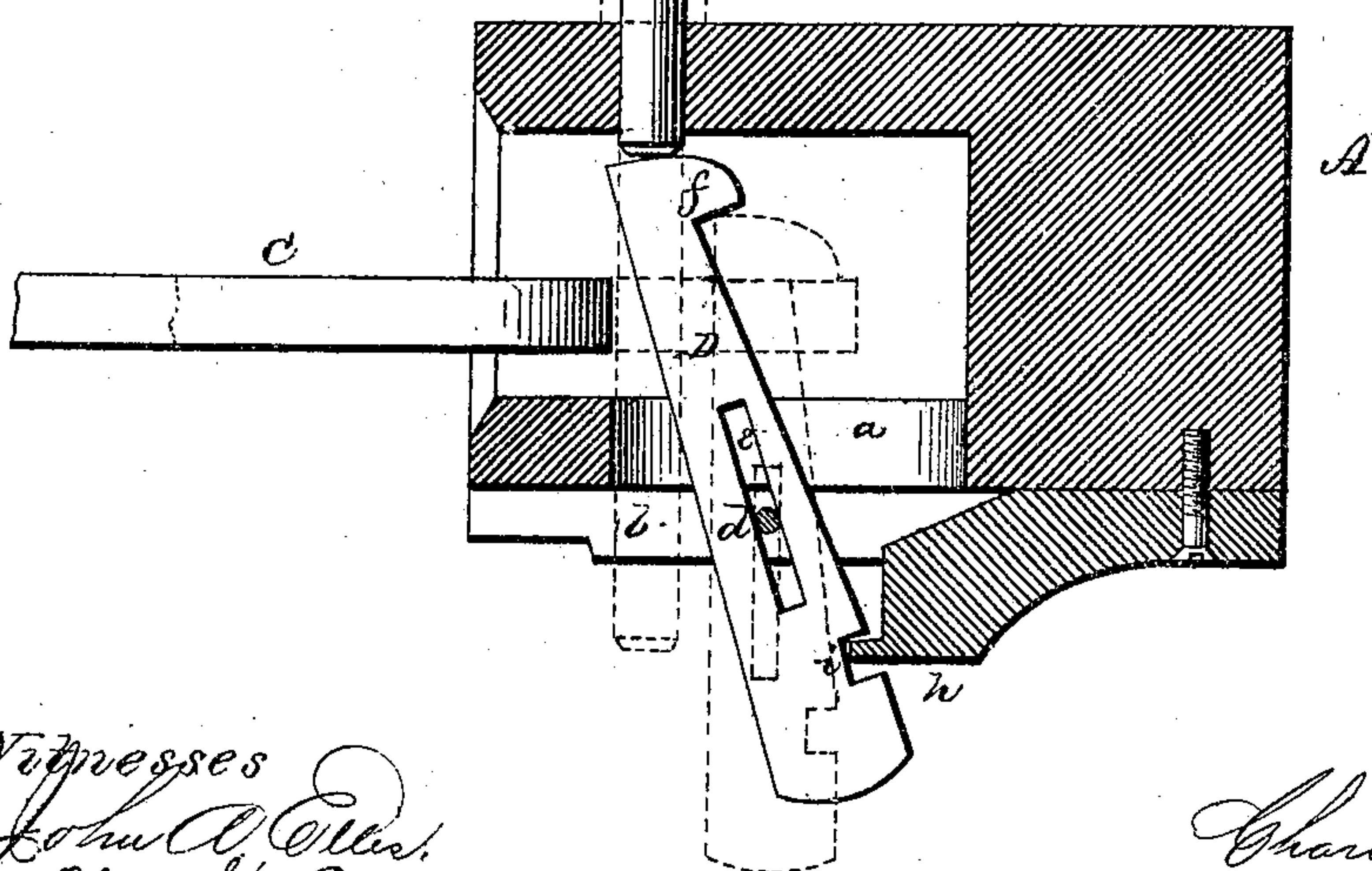


Fig. 2.



Witnesses
John A. Allen.
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UNITED STATES PATENT OFFICE.

CHARLES PORTER, OF NUNDA, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 136,540, dated March 4, 1873.

To all whom it may concern:

Be it known that I, CHARLES PORTER, of Nunda, in the county of Livingston and State of New York, have invented certain new and useful Improvements in Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view, and Fig. 2 a longitudinal vertical section, of my coupling.

A represents the draw-head, provided with ordinary pin B and link C. In the bottom of the draw-head is a slot, *a*, running lengthwise, as shown, and on each side of said slot is a guide-bar, *b*, attached to or formed upon the under side of the draw-head. Through the slot *a* is passed a bar, D, which has a longitudinal slot, *e*, and is held by a pin, *d*, which passes through the guide-bars *b b*, and through the slot *e*, thus allowing the bar D to move in every direction. At the upper end of the bar D is formed a hook, *f*, which extends toward the rear, and near the lower end of the bar on the rear side is made a notch, *i*. Between the guide-bars *b b*, in rear of the slot *a*, is attached a forward-projecting catch, *h*, as shown.

The bar or latch D is raised and turned, so

that the notch *i* will catch on the catch *h*, when the upper end of the latch will be directly beneath the pin-hole in the top of the draw-head, so that when the pin is inserted in the same it will rest on the latch. The link being inserted and held in the opposite draw-head, as the cars come together the link will push the latch off from the catch *h*, so that it will drop down, allowing the pin also to fall and couple the cars. By pushing the link into the draw-head and raising the latch D, so that the hook *f* will catch on the inner end of the link, the link will be held in a horizontal position, ready to be brought into the opposite draw-head when the cars come together.

For cars of unequal height the usual bent link may be used in the same manner.

I am aware that a slotted latch with a hook upon the front has been used. I do not, therefore, broadly claim such device; but

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

The latch D with hook *f* upon the inside, and provided with slot *e* and notch *i*, in combination with the pins *d* and B, link C, and draw-head A, all constructed and arranged for operation so that when the cars are coupled the latch will fall below the link, as and for the purpose specified.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

CHARLES PORTER.

Witnesses:

J. F. OLNEY,

H. C. GROVER.