

## Car-Couplings.

Patented September 16, 1873.

E. Wolff  
Bedgwick

*M. M. Haver*

*Mumford & Co.*  
**Attorneys.**

# UNITED STATES PATENT OFFICE.

WILLIAM W. HAVER, OF SCHUYLER, ASSIGNOR TO HIMSELF, JAMES ATWELL,  
OF SAME PLACE, AND WILLIAM GATES, OF FRANKFORT, NEW YORK.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **142,849**, dated September 16, 1873; application filed  
March 29, 1873.

*To all whom it may concern:*

Be it known that I, WILLIAM W. HAVER, of Schuyler, in the county of Herkimer and State of New York, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

Figure 1 is a side view of my improved car-coupling. Fig. 2 is a top view of the link and lifting-arm.

Similar letters of reference indicate corresponding parts.

The invention consists in the improvement of car-couplings, as hereinafter described and pointed out in the claim.

A represents the body of a car to which the draw-bar B is attached in the ordinary manner. C are the coupling-pins, which are passed through the bumper-head. The pins C are made with shoulders upon their upper ends, which rest upon the upper sides of the bumper-heads B, and are secured in place by pins passed through them at the lower side of the said bumper-head B. Upon the upper ends of the pins C are formed hooks, which point toward the car-bodies. D is the coupling-link which couples the cars by being dropped over the hooks of the pins C. E is a short standard which is connected with the middle part of the coupling-link D. The standard E is slotted to receive the arm F, which is pivoted to said standard by a pin passing through a longitudinal slot in the said arm, to give the link the necessary play to accommodate itself to the various movements of the bumpers. The other or inner end of the arm F is rigidly attached to a short shaft,

G, which is pivoted to supports attached to the car-body A. To the short shaft G is also rigidly attached a short arm, H; to the outer end of which is pivoted the lower end of the rod I, which passes up through a keeper, J, attached to the car-body A, or to some other support. To the rod I is attached a double stop, K, to catch upon the keeper J and hold the rod in place, both when lowered and when raised. By this construction, by raising the rod I the link D will be raised from the hook-pins C, uncoupling the cars; and when the rod I is lowered the link D will be lowered upon the hook-pins C, coupling the cars. The link D can neither be lowered upon nor raised from the hook-pins C when under tension, nor unless the cars are run together. The lock or stop K prevents the link D from being accidentally raised from the hook-pins C when the cars happen to run together, and thus take the strain off the link D.

If desired, the hook-pins C may be replaced by hook-blocks or projections formed upon or attached to the bumpers B.

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

The standard E, slotted arm F, short shaft G, arm H, and pivoted rod I, in combination with the coupling-link D, and hook-pins or projections C attached to the bumper-heads, substantially as herein shown and described.

WILLIAM W. HAVER.

Witnesses:

JOHN H. MORGAN,

JOS. J. DUDLESTON, Jr.