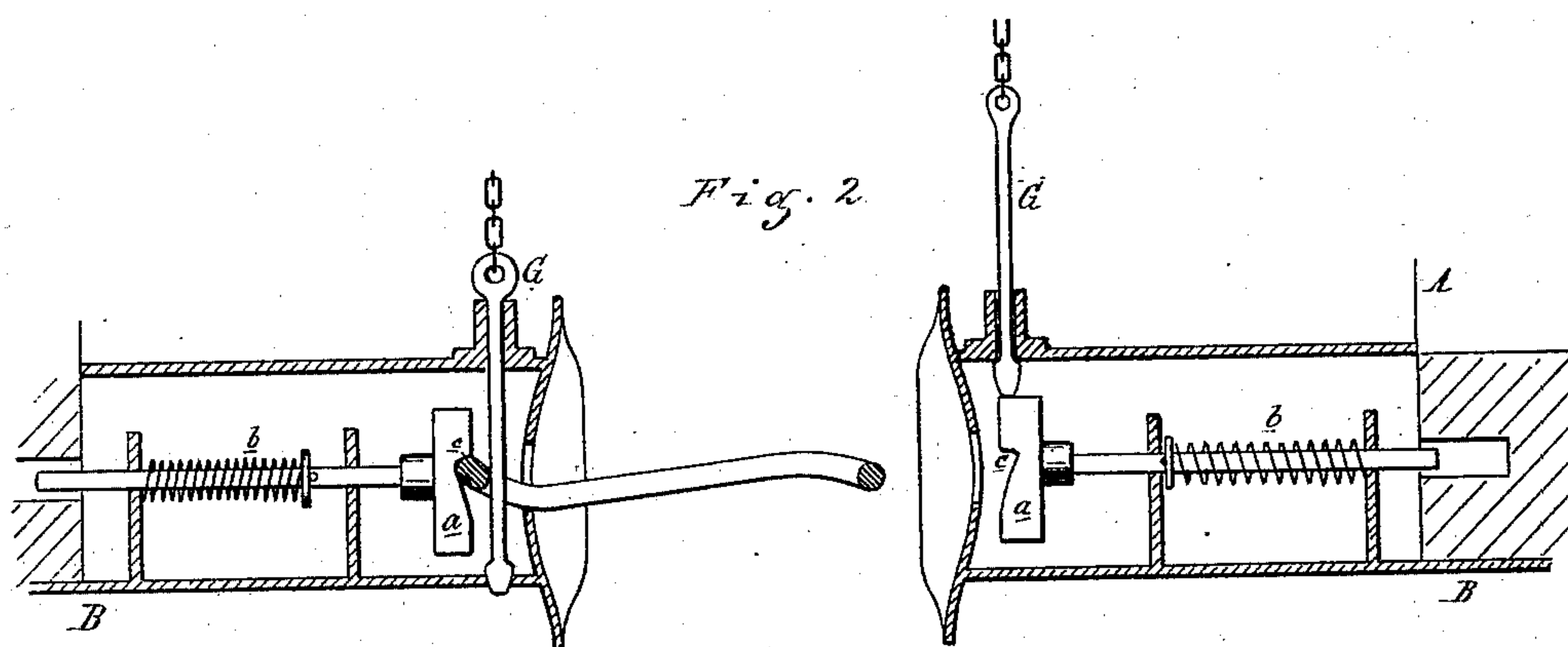
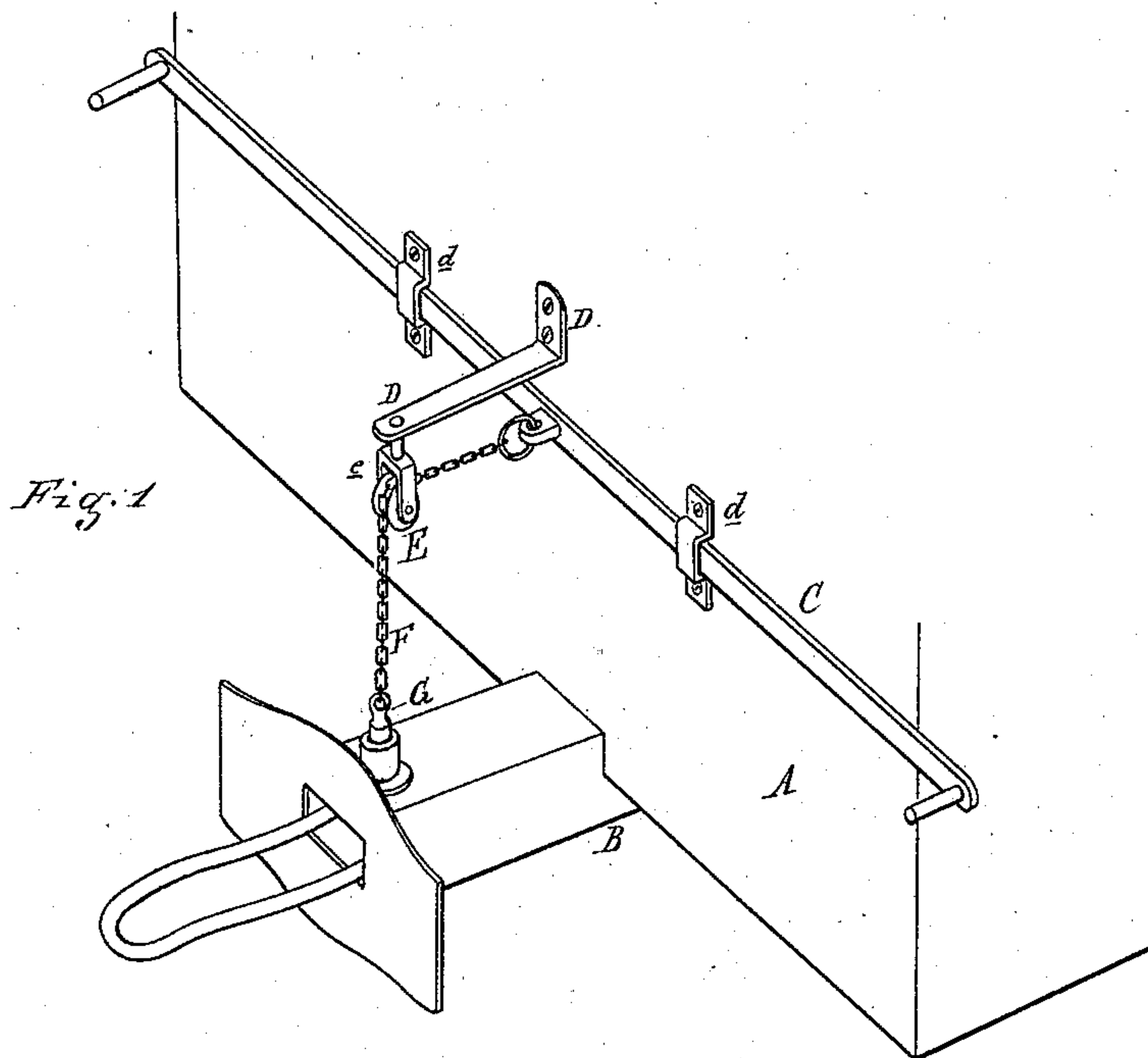


(No Model.)

H. HELLER.
Car Coupling.

No. 232,348.

Patented Sept. 21, 1880.



Attest:
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Inventor:
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UNITED STATES PATENT OFFICE.

HARRY HELLER, OF SALINE, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 232,348, dated September 21, 1880.

Application filed July 12, 1880. (No model.)

To all whom it may concern:

Be it known that I, HARRY HELLER, of Saline, Washtenaw county, State of Michigan, have invented an Improvement in Car-Couplings, of which the following is a specification.

The nature of this invention relates to certain new and useful improvements in the construction of car-couplings; and the invention consists in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter set forth.

Figure 1 is a perspective view. Fig. 2 is a vertical central longitudinal section.

In the accompanying drawings, which form a part of this specification, A is the body of a railway-car, and B the draw-bar, of the usual construction, excepting as hereinafter specified. The draw-head is made hollow, and incloses a sliding latch or piston, *a*, actuated by a spring, *b*. The face of this latch *a* has a shoulder, *c*, formed in it, as shown, and against which the end of the coupling-link rests, which holds the said link in a horizontal position, so that it will enter the draw-head of an approaching car, and with which it is designed to couple.

C is a bar secured to the end of the car by means of the brackets *d*, and sliding therein. Above this bar C is secured a hanger, D, in the outer end of which is swiveled the bracket *e*, in which is journaled a pulley, E. A chain or rope, F, passes over this pulley, having one

end secured to the top of the coupling-pin G, and the other secured to the bar C at or about its longitudinal center.

In practice, when it is desired to couple two cars together the coupling-pin in one head is drawn up until it rests upon the upper edge of the latch *a*. A link being inserted in the other head, with which it is designed to couple, is held in a horizontal position by the shoulder *c* in the face of the latch *a*, which guides said link into the head of the approaching car, forces back its latch *a*, and allows the coupling-pin to drop and engage with the link.

By the use of the bar C and the connections hereinbefore described the cars can be coupled or uncoupled without the necessity of going between the cars.

What I claim as my invention is—

1. The combination, with the pin of a car-coupling, of the endwise-sliding bar C, hanger D, swivel-bracket *e*, pulley E, and chain F, substantially as described, and for the purpose specified.

2. In combination with a car-coupling constructed substantially as described, the endwise-sliding bar C, hanger D, pulley E, and chain F, substantially as and for the purposes specified.

HARRY HELLER.

Witnesses:

JAS. H. SHEPARD,
H. A. JEWETT.