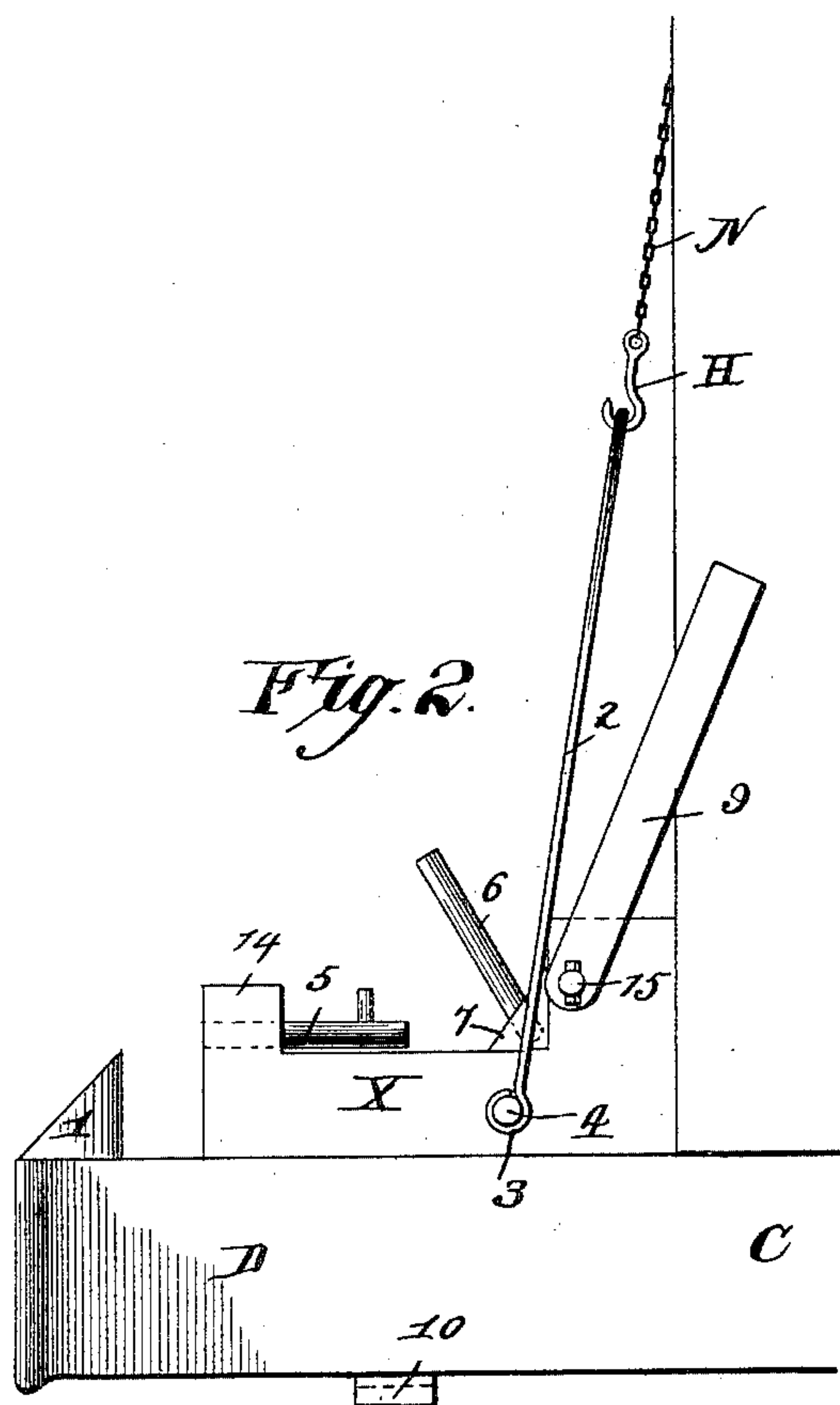
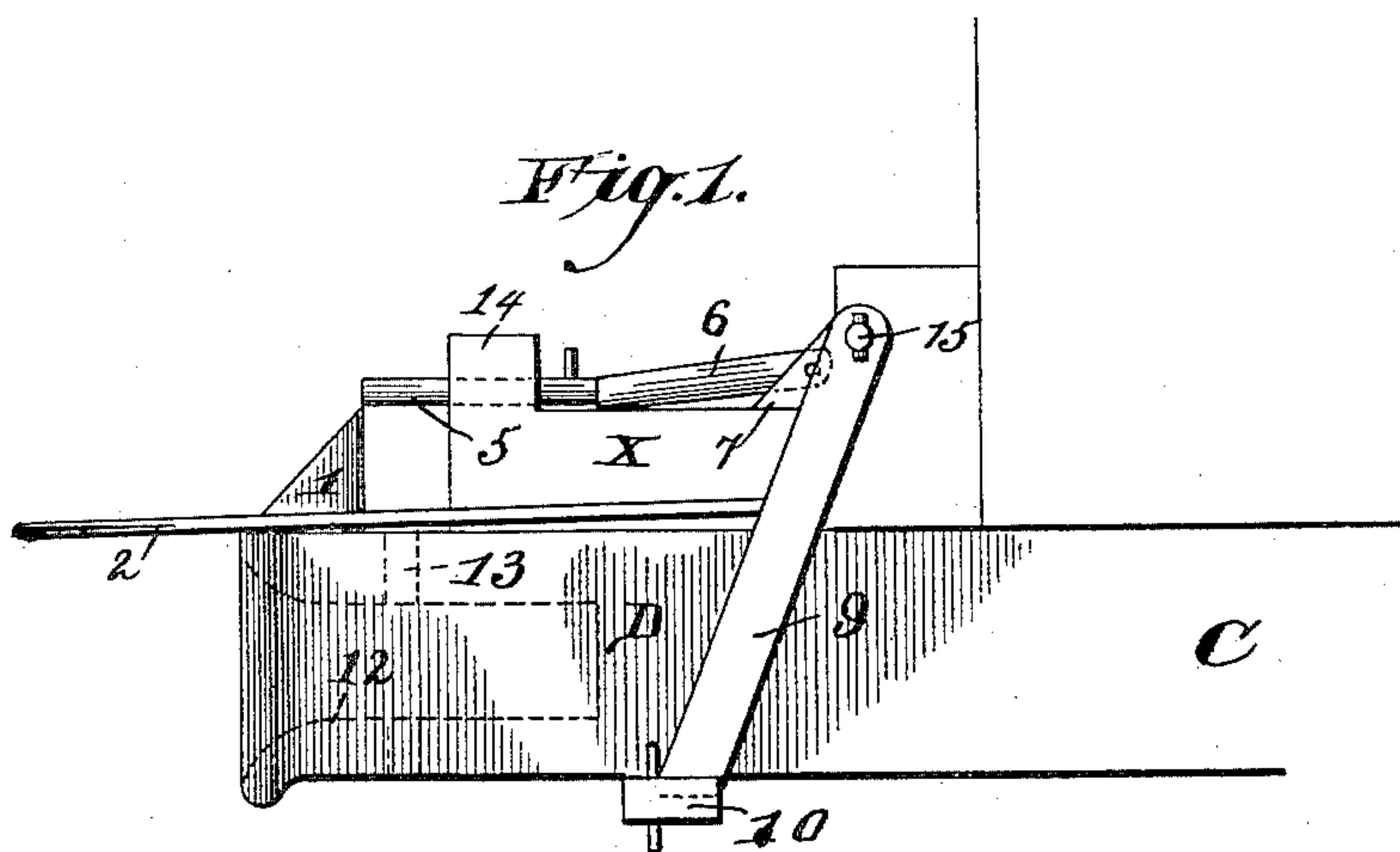


(No Model.)

J. S. HALLER.  
CAR COUPLING.

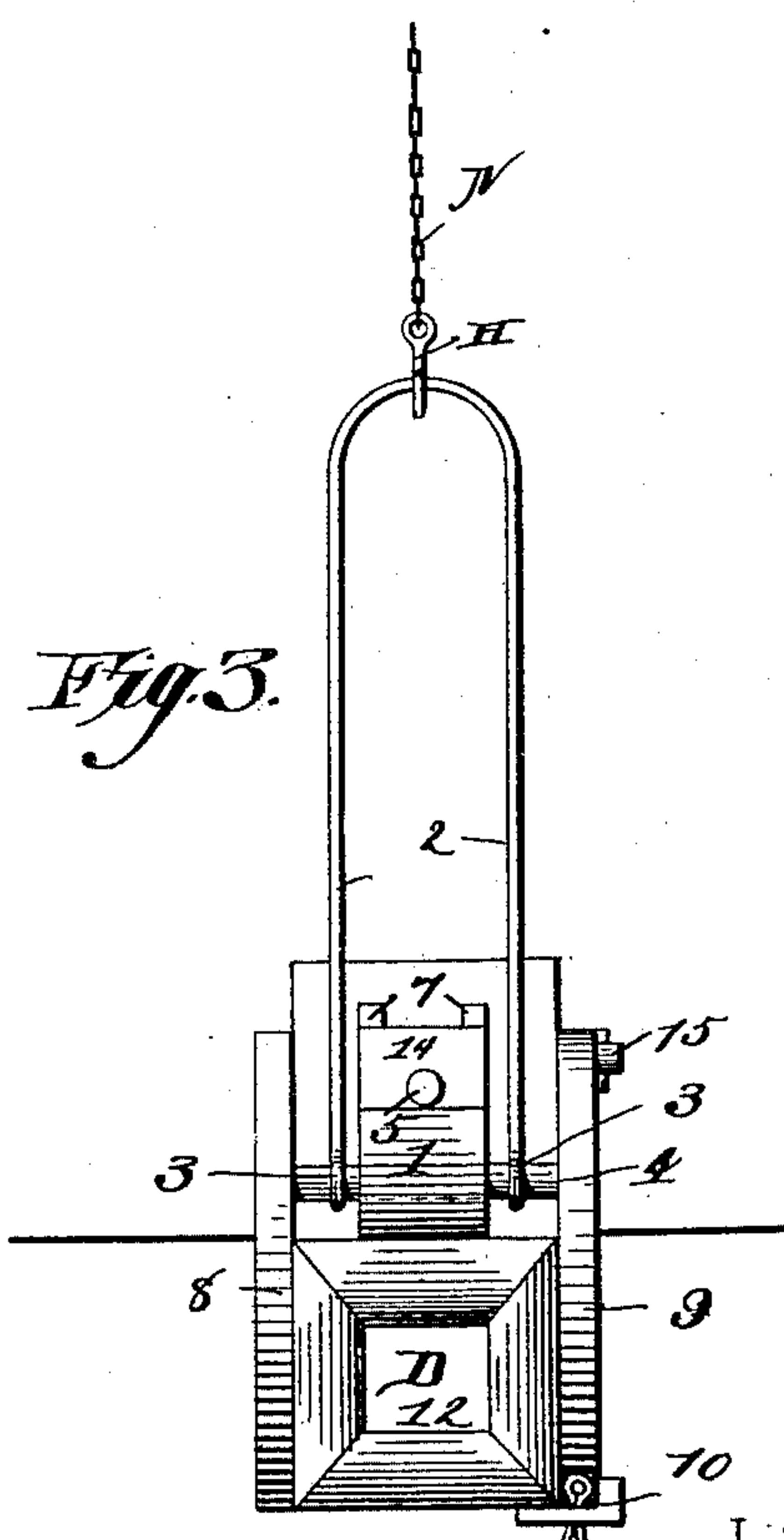
No. 442,182.

Patented Dec. 9, 1890.



Witnesses  
H. G. Dieterich.

N. L. Collamer.



Inventor  
*Joseph S. Haller*

By *his* Attorneys,

CA Snow & Co.

# UNITED STATES PATENT OFFICE.

JOSEPH S. HALLER, OF DEFIANCE, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 442,182, dated December 9, 1890.

Application filed September 13, 1890. Serial No. 364,882. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH S. HALLER, a citizen of the United States, residing at Defiance, in the county of Defiance and State of Ohio, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings of that class known as "bails;" and the object of the same is to effect improvements upon devices of this same general character heretofore constructed.

To this end the invention consists of a car-coupling possessing the specific details of construction hereinafter more fully described and claimed, and as illustrated in the drawings, in which—

Figure 1 is a side elevation showing the end of the draw-bar beneath a car provided with my improved coupling in a coupled position. Fig. 2 is a similar view with the parts in an uncoupled position, showing a side brace raised to permit the withdrawal of the pivot-pin from the bail. Fig. 3 is a front elevation showing the opening for the ordinary link.

Referring to the said drawings, the letter C designates the draw-bar of a car, having an ordinary draw-head D, with an open mouth 12 and a vertical pin-opening 13 for the reception of an ordinary pin and link when the same are to be coupled therein. Rising from the front end of the draw-head is a catch 1, having a beveled front face, and in rear of this catch a block X also rises from the draw-head, as shown. Passing loosely through a hole in the rear end of this block is a horizontal pin 4, upon which are loosely mounted the eyes 3 at the rear end of a link 2, the body of this bail extending alongside the block X and catch 1 and projecting in front of the draw-head. A chain N is attached to the end of the car and has a hook H in its free end, by which the bail 2 may be supported in upright or uncoupled position. By this means the bail 2 may be engaged over the catch 1 of another and similar draw-head, it may be coupled into the opening in the mouth of a draw-head of the ordinary construction, or it may be held out of operative position; or a link of the ordinary

construction may be coupled into the mouth 12 in the usual manner. The pin 4, upon which the bail is pivoted, may be an ordinary bolt, but is preferably a smooth cylindrical pin passing loosely through the block X. At one side of the draw-head is a fixed side brace 8, against which one end of the pin 4 bears, and at the other side of the draw-head a side brace 9 is provided, whose upper end is pivotally mounted upon a pin 15 in the draw-bar, and whose lower end is seated in a grooved catch 10, secured to the draw-head D, and against this side brace 9 the other end of the pin 4 bears, whereby it is held from lateral displacement. Through the pin 15 a split pin may be passed, as shown, and through the catch 10 a similar split pin, if desired.

In order to prevent the link or bail 2 of another draw-head, when engaged behind the catch 1, from rising out of position, as well as to prevent the dislodgment of the ordinary pin, I may employ the following devices: Upon the block X is a box 14, through which slides a rod 5, operated by a handle, as shown, and when this rod is slid forward, so that the handle strikes the rear side of the box 14, the rod covers the space behind the catch 1 and will prevent the link or bail 2 of the other draw-head or an ordinary pin from becoming displaced. At the rear end of the block X is a pair of lugs 7, between which is pivoted a stop 6, and when the rod 5 is moved forwardly the stop may be turned down, so as to rest upon the block X, as shown in Fig. 1, thereby preventing the rod 5 from moving to the rear.

What is claimed as new is—

1. In a car-coupling, the combination, with the draw-head having a block thereon and a bevel-faced catch forward of said block, of a pin passing loosely through the rear end of said block, means, substantially as described, for preventing the displacement of said pin, and a bail extending from in front of said catch alongside the catch and block and resting upon the draw-head, said bail having eyes at its rear ends mounted loosely upon said pin, as set forth.

2. In a car-coupling, the combination, with the draw-head having a block thereon and a catch forward of said block, of a pin passing



loosely through said block, a fixed brace connecting the draw-bar and draw-head and standing across one end of said pin, a side brace pivoted to the draw-bar and engaging  
5 a catch on the draw-head, said side brace standing across the other end of said pin, and a bail having eyes at its rear ends, pivotally mounted on said pin at either side of the block, substantially as described.  
10 3. In a car-coupling, the combination, with the draw-head D, having the open mouth 12 and the vertical pin-opening 13, of the bevel-faced catch 1, mounted upon the draw-head

forward of said pin-opening, the block X, mounted upon said draw-head in rear of the 15 pin-opening, a bolt moving through the block above the pin-opening, and the bail 2, pivoted to said block, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature 20 in presence of two witnesses.

JOSEPH S. HALLER.

Witnesses:

JOHN F. FROST,  
PETER HUFF.