

CAR-COPLING.

116566

PATENTED JUL 4 1871

FIG. I.

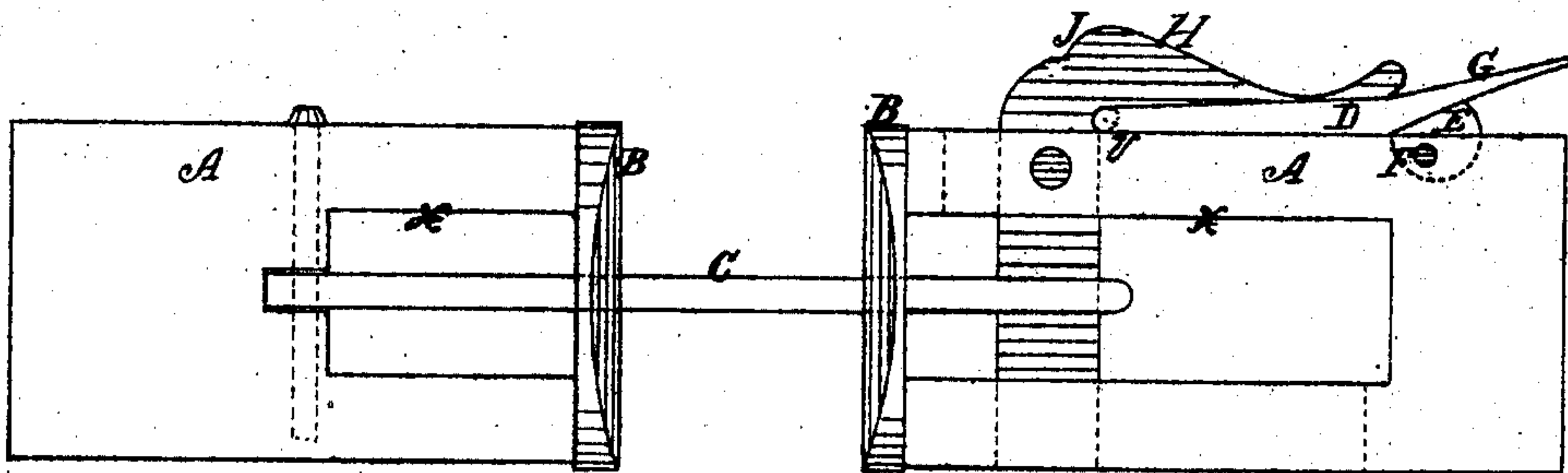


FIG. III.

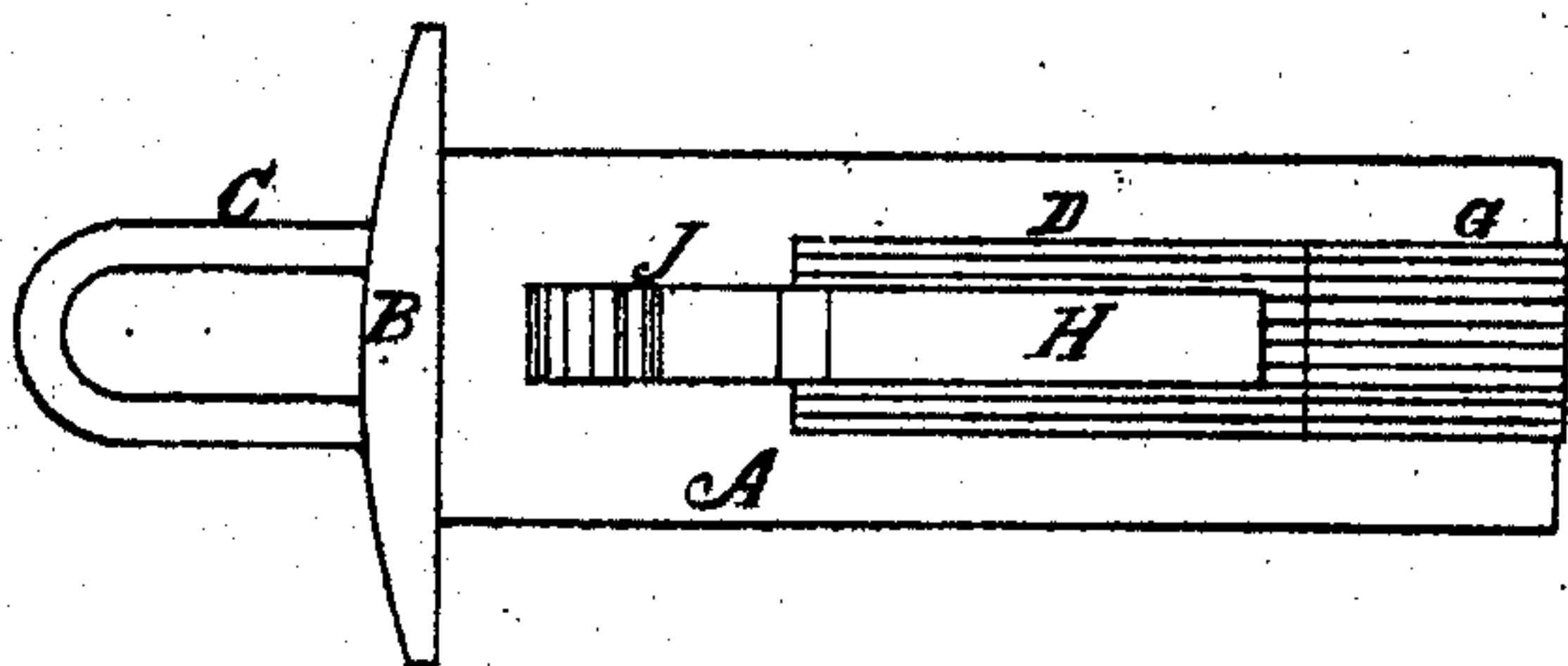


FIG. II.

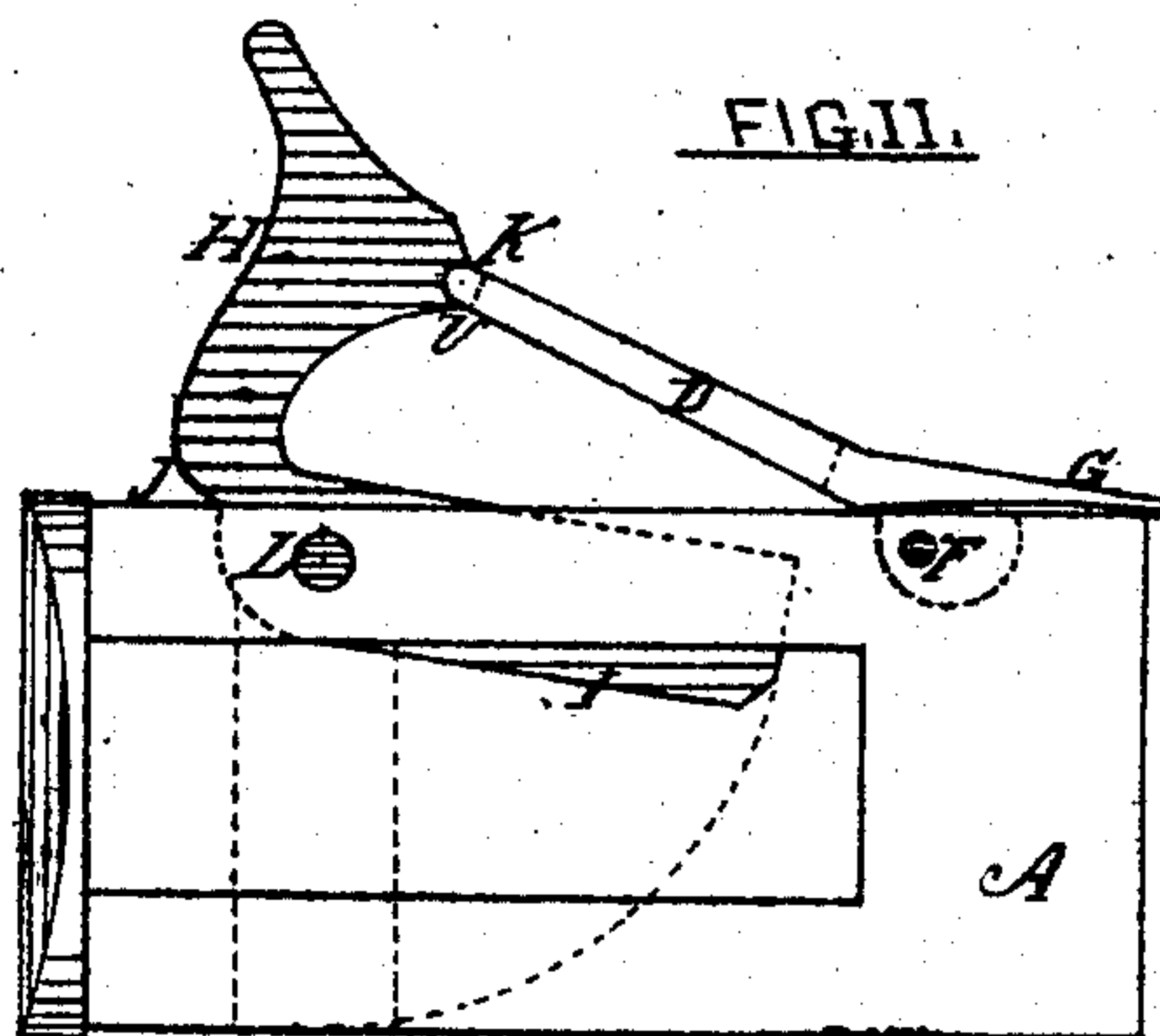
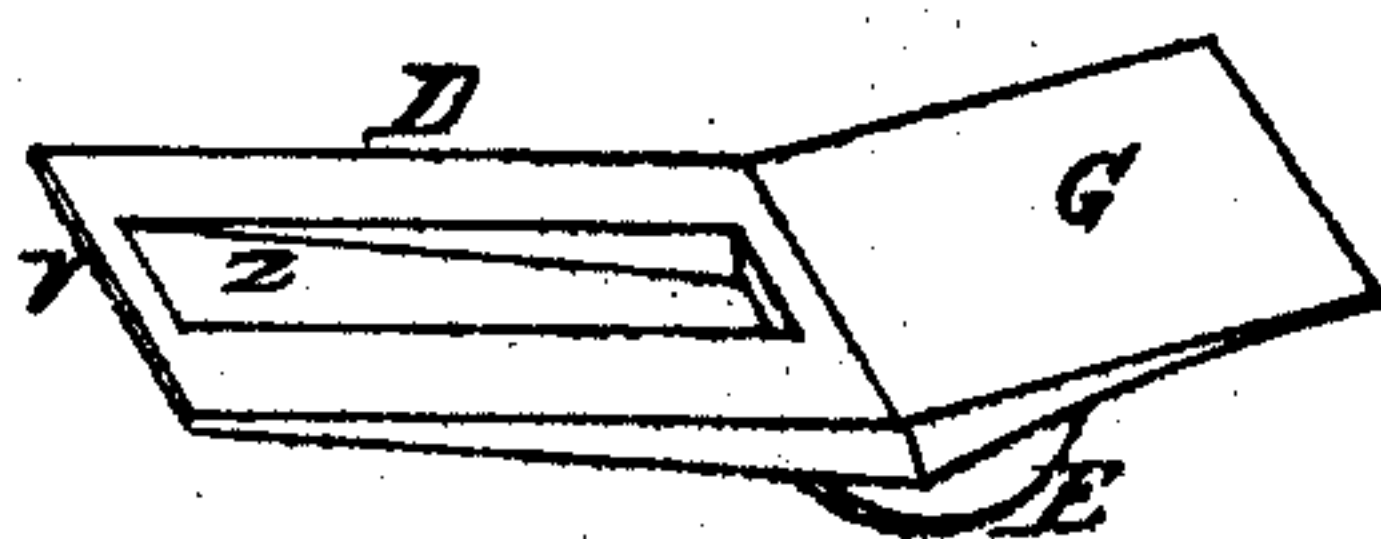


FIG. IV.



WITNESSES.

Saml. S. Gray Jr.
Geo. F. Pope,

INVENTORS.

George E. Darling
Mathew Kern
By G. S. Chopin
Atty.

UNITED STATES PATENT OFFICE.

GEORGE E. DARLING AND MATHEW HEUS, OF MARYTOWN, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 116,566, dated July 4, 1871.

To all whom it may concern:

Be it known that we, GEORGE E. DARLING and MATHEW HEUS, of Marytown, in the county of Fond du Lac and in the State of Wisconsin, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification:

The object of the present invention is to provide the draw-bars of the couplings with such devices that the cars may be either automatically coupled or coupled from the platforms or tops of the cars; and its nature consists in the novel construction and combination of a pivoted latch-pin with a slotted lever, which serves both the purpose of raising the latch-pin and holding it up properly so that the cars need not be coupled when making up trains, &c., as the whole is hereinafter fully described and shown.

In the drawing, Figure 1 represents the draw-bars and buffers of the coupling provided with our coupling attachment, said figure being a side longitudinal elevation; Fig. 2, a side elevation of one of the draw-bars, with the coupling attached, raised up and supported by the slotted lever; Fig. 3, a top view of the draw-bar and coupling attachment; Fig. 4, a perspective view of the slotted lever.

A A represent the draw-bars, and B the buffers of the coupling, which are slotted out at *xx* to receive the link C in the usual manner. The top part of one of the draw-bars A is provided with a vertical slot, in which is placed a latch-pin, H I, pivoted to the draw-bar at L. The part H of

the latch-pin projects out at nearly right angles to the part I, so that when the latter hangs in a vertical position, as at Fig. 1, the part H lies in a slot, Z, formed in the lever D G shown in same, Fig. 4. This lever D G is pivoted to the back end of the draw-bar A by means of a lug or projection, E, formed on the lever for that purpose, so that it is held in position to elevate the latch-pin H I and hold it up, as in Fig. 2, the bar M on lever D G catching into a notch, K in the part H. This arrangement is such that when the pin I is in a vertical position, as shown at Fig. 1, it will lock into the link C, and so that when the link C strikes the pin the latter will rise up, as at Fig. 2—but not high enough for the lever D G to catch in notch K—and then fall inside of the link to couple the cars. To uncouple the cars from the platform, all that is required is to bear down on that end of the lever D G shown at G; and, when the cars are to be uncoupled by a person standing on the top of the car, a rod can be attached to the lever and to the end of the car for that purpose.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

The combination of the latch-pin H I, slotted lever D G, link C, and draw-bars A, substantially as and for the purpose herein set forth.

GEORGE E. DARLING.

Witnesses: MATHEW HEUS.

PETER HEUS,
ANTON THELEN.