

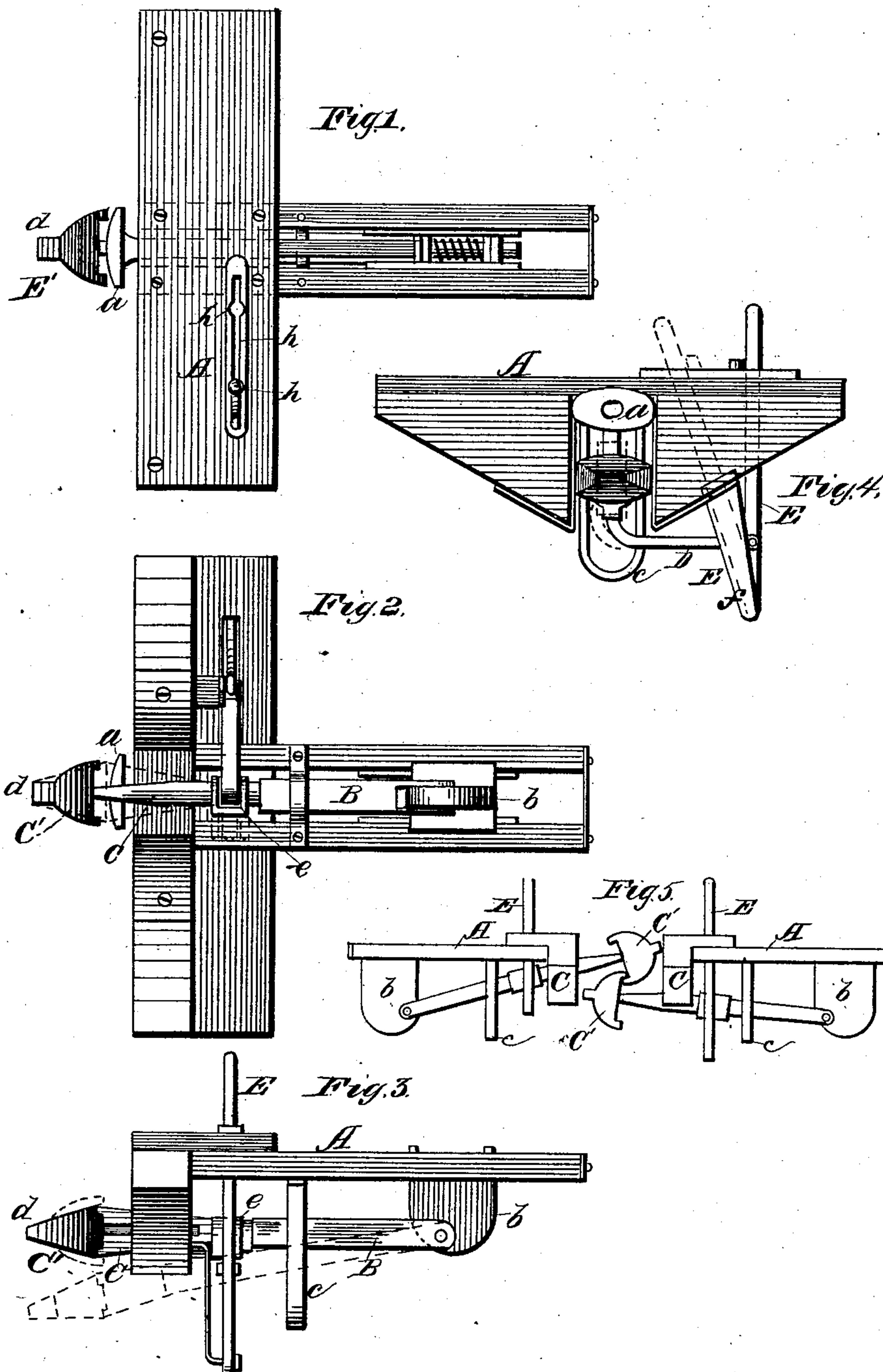
(Model.)

G. C. HARLIN.

CAR COUPLING.

No. 247,052.

Patented Sept. 13, 1881.



WITNESSES

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GEORGE C. HARLIN, OF KEOKUK COUNTY, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 247,052, dated September 13, 1881.

Application filed May 31, 1881. (Model.)

To all whom it may concern:

Be it known that I, GEORGE C. HARLIN, residing in the county of Keokuk and State of Iowa, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a plan view of my improved car-coupling. Fig. 2 is an inverted view, Fig. 3 a side view, and Fig. 4 an end view, of the same. Fig. 5 is a side elevation.

This invention has relation to improvements in car-couplings of that class employing a barbed or harpooned coupling-lever in lieu of the usual link, its object being to effect the ready coupling and uncoupling of the cars; and it consists in providing such lever with a barbed or harpooned sleeve capable of rotating independent of the lever, while the whole is adapted to be adjusted vertically, substantially as hereinafter more fully set forth and claimed.

In the accompanying drawings, A indicates the end of the car having the usual pin-and-link draw-head, *a*.

B is a lever hung upon a suitable pendant, *b*, of the car at its rear end. This lever is guided and limited in its vertical movement within a staple-like device, *c*, depending from the car, its extreme forward end having a tapering shouldered point, *d*.

C is a sleeve fitted to reciprocate upon the lever B, it having eccentrically-arranged ears *e*, to and between which is articulated a link, D, pivoted to a hand-lever, E, pivoted to a pendant, *f*, depending from the car. The lever E extends up through a slotted plate, *h*, having notches *h'*, one arranged near each end. The outer end of the sleeve C is provided with a barbed or harpooned head, C'.

The operation is as follows: The cars ap-

proaching one another, the sleeved harpooned or barbed lever B will pass into the meeting draw-head, its vertical movement allowing it to accommodate itself to the height of the draw-head. The lever passes into the draw-head with the harpooned or barbed sleeve C standing so as to present its greatest width to the opening of the draw-head, the lever E standing in the full-lined position indicated in Fig. 4. Pushing the lever E into the dotted-line position, as seen in the same figure, the position of the sleeve C will be so changed as to cause the shoulder of the barbed or harpooned head C' to intercept or drop down behind the shoulder at the inner end of the opening in the draw-head, and thus effect the coupling of the cars. Reversing the movement of the lever is all that is necessary to uncouple the cars, which movement of the lever, as that also for coupling the cars, can be accomplished without going between the cars, to avoid endangering the life or crushing the limbs of the attendant.

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

1. In a car-coupling, the combination, with the lever B, of the sleeve C, having the barbed or harpooned head E', capable of an independent rotation upon the lever, substantially as set forth.

2. In a car-coupling, the lever B, capable of vertical movement, and having the rotating barbed or harpooned sleeve C, substantially as and for the purpose set forth.

3. In a car-coupling, the combination, with the lever B, having the independently-rotating sleeve C, provided with the barbed head E', of the hand-lever E, connected by the link D to the sleeve C, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE C. HARLIN.

Witnesses:

B. F. LOGAN,
C. CASS.