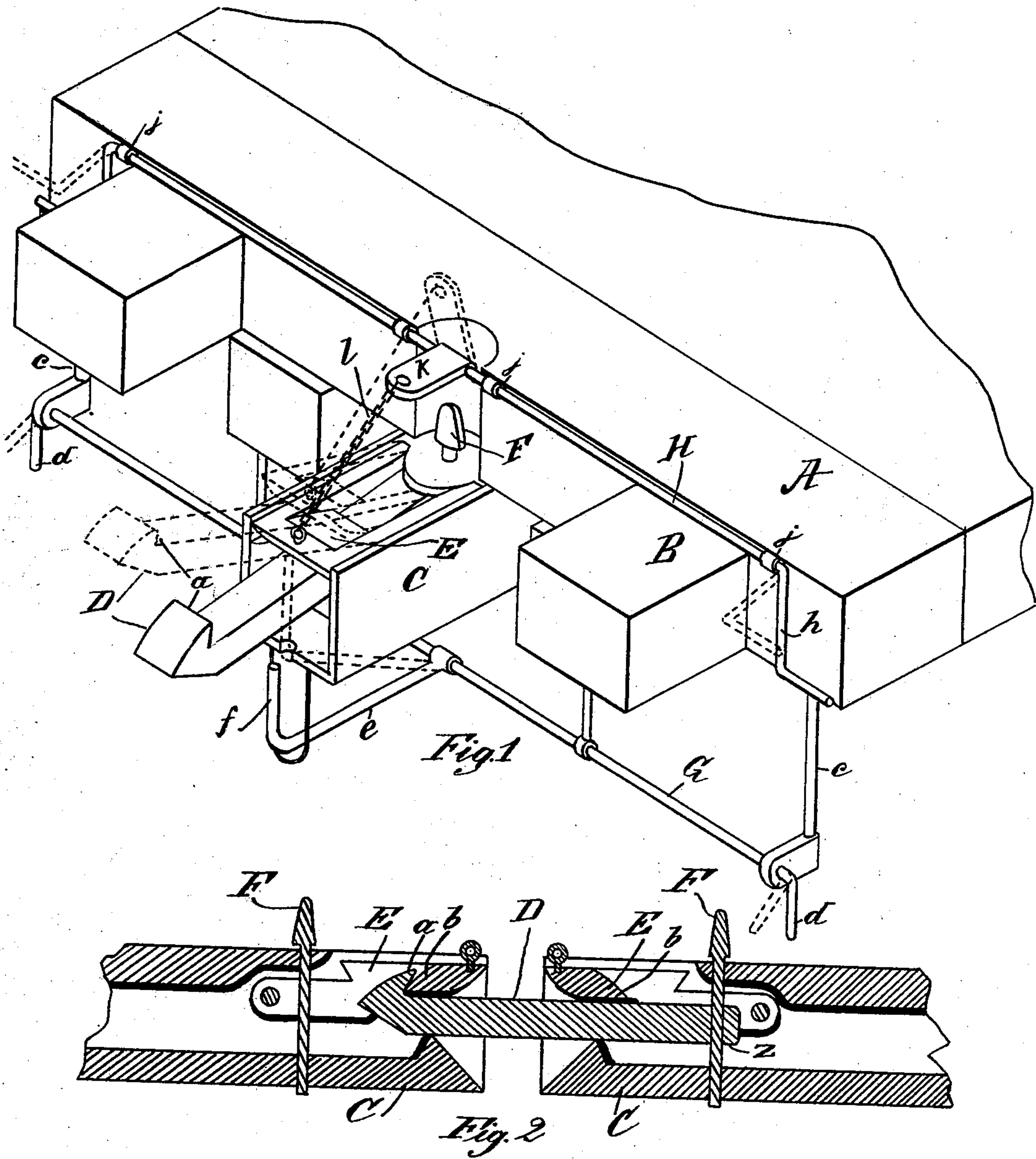


(No Model.)

J. F. SHARP.
CAR COUPLING.

No. 506,833.

Patented Oct. 17, 1893.



WITNESSES
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UNITED STATES PATENT OFFICE.

JOHN F. SHARP, OF SPENCER, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 506,833, dated October 17, 1893.

Application filed June 19, 1893. Serial No. 478,034. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. SHARP, a citizen of the United States, and a resident of Spencer, county of Medina, State of Ohio, have
5 invented a new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

10 My invention relates to certain improvements in car coupling, the object of which is to provide a coupling and means for operating it without endangering the life or limbs of the operator.

15 With this object in view my invention consists of certain features of construction and combination of parts as will be hereinafter described and pointed out in the claim.

20 Figure 1, is a view in perspective illustrating my invention, and Fig. 2, a longitudinal section centrally through the coupling.

Referring to Fig. 1, A represents the cross timber, B the bumpers, and C the draw head, in which is pivotally secured a latch link D,
25 of the form shown.

E is a reversible draft bar having at one of its ends an under cut or hook portion *a*, adapted to the latch portion *b* of the link D, the other end having an aperture *z*, through
30 which the pin F is passed to secure the draft bar in the head.

At the lower side of the timber A supported on pendants *c* is provided a cross shaft G, having cranked end portions *d*, and at its
35 middle portion an outwardly projected arm *e*, having an up turned end portion *f*, and at the upper front portion of the timber A is provided a cross shaft H, having cranked end portions *h*. The shaft is journaled in eye
40 bolts *j*; central to the shaft is secured an outwardly projected arm *k*, the outer end of which is connected with the latch E, by the chain *l*.

In operation to raise the draft bar D to direct it into the head C, the shaft G is turned
45 by the crank *d*; the up turned end *f* of the arm *e* taking under the bar D, by which it may be raised as shown by the dotted lines in Fig. 1. This feature is especially desirable
50 when coupling cars of unequal height.

To uncouple the car, the shaft H is brought into service to raise the latch E out of the hook *a* of the draft bar. To adapt the coupler to the old link and pin coupler, the draft bar would be reversed from the position
55 shown in Fig. 1, the perforated end projecting from the head to enter the old form of draw head, to be secured by the pin. By means of the reversible draft bar, cars equipped with my invention may be coupled
60 into trains fitted with other forms of couplers, until all cars can be supplied with safety couplers.

With this form of coupling there is no need of trainmen going between the cars at the instant of coupling, as the coupling parts can
65 be successfully handled by the shafts H and G, thus avoiding great loss of life and maiming of train men.

Having thus provided and described an inexpensive, safe, and in every way efficient
70 car coupling, what I claim as new, and desire to secure by Letters Patent, is—

The combination in a car coupler of the draw head C, a latch E consisting of two side
75 bars which are pivoted in the draw head at their rear ends and the cross bar which connects the forward ends, a rod H pivoted to the end of the car and provided at its intermediate portion with an arm K and at its ends
80 with handles *h*, a chain connecting the arm with the forward end of the latch, and a reversible draft bar having a hook at one end and an aperture at the opposite end a removable pin inserted through the draw head
85 and draft bar whereby the draft bar may be removed and reversed end for end to adapt it to the link and pin type of couplers, pendants *c*, a rod G journaled therein and provided with an arm *e* having an upturned
90 extremity to lift said draft bar and handles *d* to turn said rods, substantially as herein described.

In testimony whereof I have hereunto set my hand this 15th day of June, A. D. 1893.

JOHN F. SHARP.

Witnesses:

FRANK LUCE,
J. E. CURTICE.