

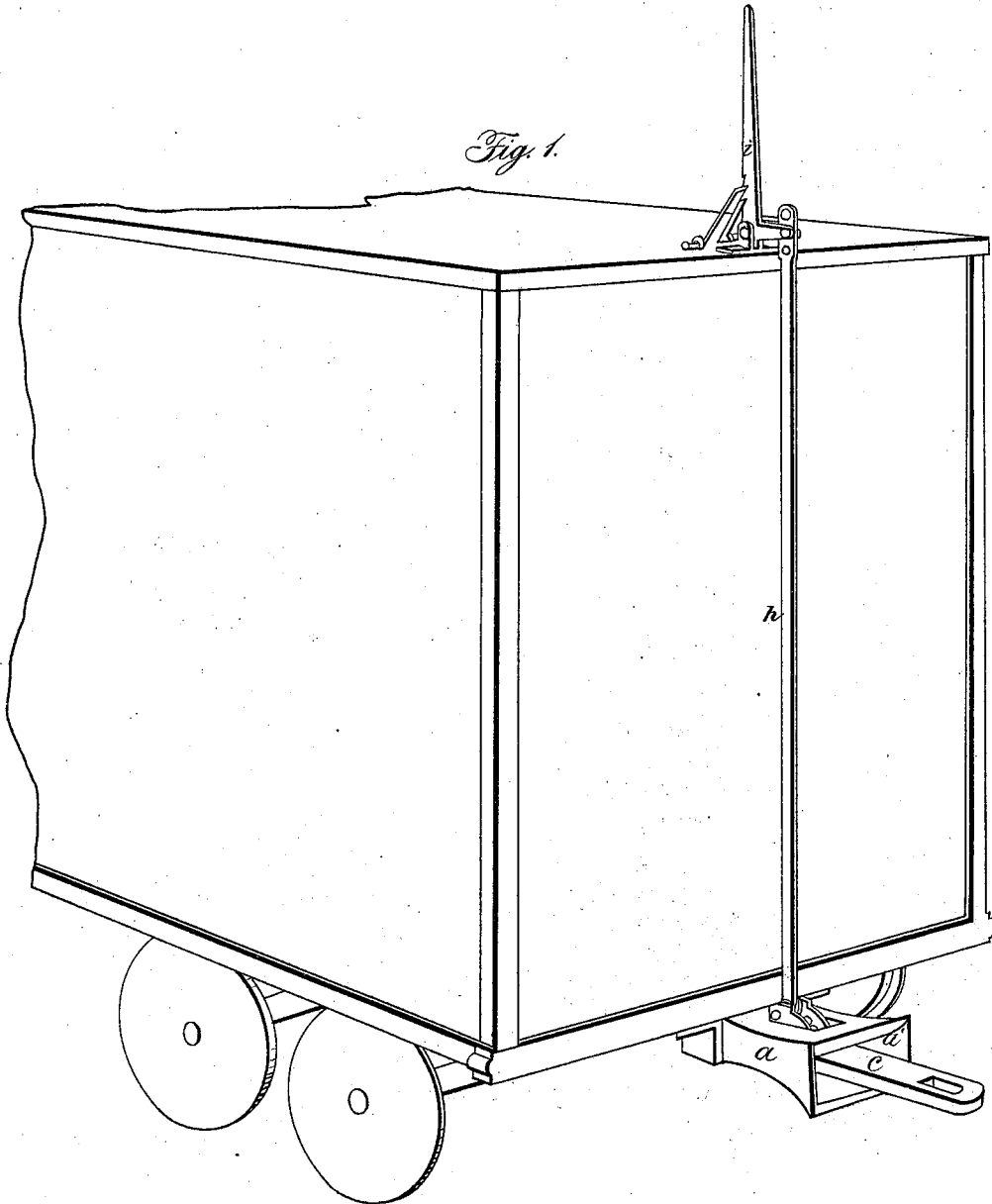
PURLIER, HARLAN & CHEEK.

2 Sheets—Sheet 1.

Car Coupling.

No. 23,705.

Patented Apr. 19, 1859.



Witnesses:

H. Clifton
D. O. Perry

Inventor:

H. Purlier
Jesse Harlan
Edmund C. Cheek

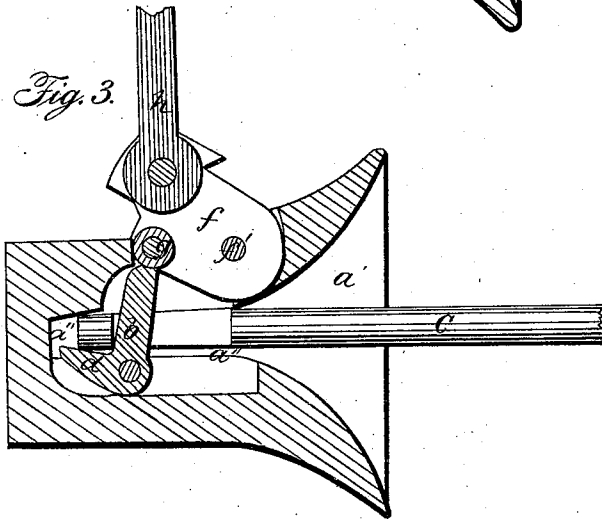
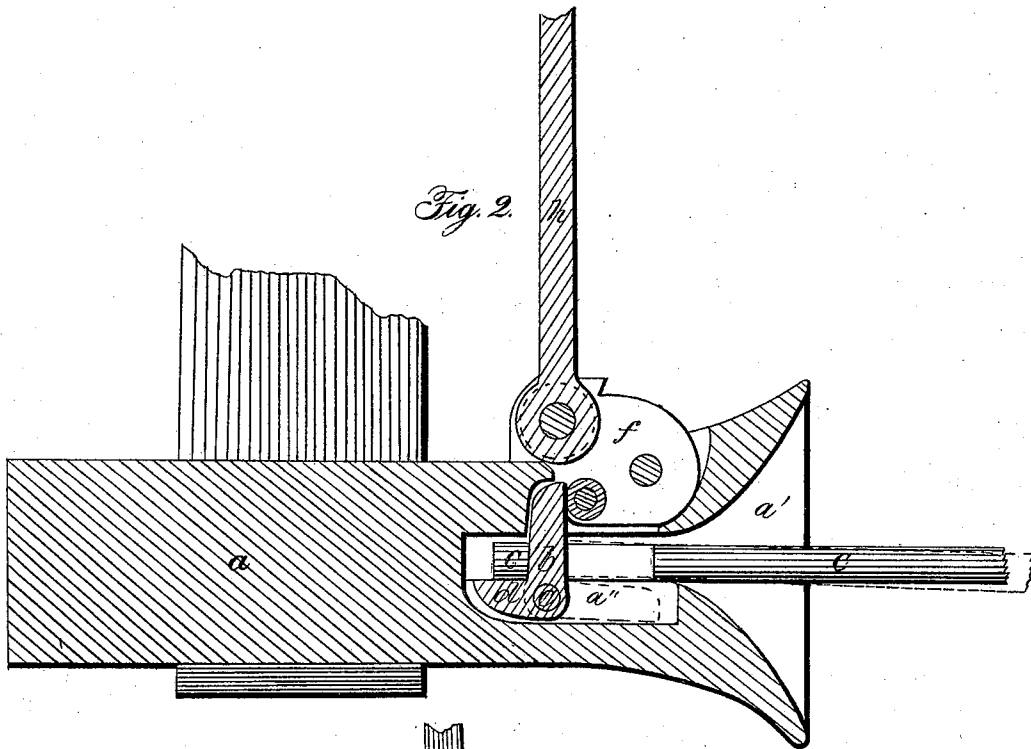
PURLIER, HARLAN & CHEEK.

2 Sheets—Sheet 2.

Car Coupling.

No. 23,705.

Patented Apr. 19, 1859.



Witnesses:

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D. O. Perry

Inventor:

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UNITED STATES PATENT OFFICE.

H. PURLIER, J. HARLAN, AND E. C. CHEEK, OF CINCINNATI, OHIO.

CAR-COUPLING.

Specification of Letters Patent No. 23,705, dated April 19, 1859.

To all whom it may concern:

Be it known that we, H. PURLIER, J. HARLAN, and E. C. CHEEK, of Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and useful Improvement in Car-Couplings; and we do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawings, made to form part of this specification.

Our invention relates to certain improvements in car couplings, by means of which, cars may be rendered self coupling, and which at the same time allow the cars to be uncoupled while in motion, the said improvements being described specified and represented as follows.

By reference to the accompanying drawings, Figure 1, is a perspective view showing the coupling, as arranged for use, Figs. 2, and 3, are sectional views showing the arrangement and operation of the device for securing and releasing the clevis.

(a) is a draw bar formed with a bell shaped mouth (a') and with an interior cavity (a'') within which is arranged a tripping pin (b) which is secured in its proper position by means of the bolt (c), but in such manner that it may turn easily upon the bolt. The tripping pin (b) is formed with a projection (d), so that when it may be required to couple the cars, the clevis (e) will come in contact with the projection (d), and by forcing it inwardly tilt the pin (b) until the same shall assume a perpendicular position, as shown in (Fig. 2).

(f) is a latch lever pivoted to the draw bar (a) at (f') and provided with a friction roller (g), which serves as a lock to the pin (b) when the coupling has been accomplished, and at the same time allows the lever (f) to be elevated, even while there is pressure upon the pin (b), so that the cars may at any time be uncoupled.

(h) is a rod pivoted to the lever (f) and arranged in such manner with reference to a lever (i) as to operate the lever (f) when it may be required to uncouple the cars.

When the cars are uncoupled, the tripping pin (b, d) will be in position as shown by red lines in (Fig. 2), and it will readily be seen that by forcing the clevis (e) through the mouth of the draw bar (a) against the projection (d) the pin (b) will be tilted as before described, and the clevis secured by the lever (f) falling behind the pin; and the clevis is released, by raising the lever (f) as before described.

What we claim as our invention and desire to secure by Letters Patent is—

The employment of the tripping pin (b, d) in combination with the latch lever (f, g) arranged and operating substantially as described for the purposes set forth.

In testimony of which invention we have hereunto set our hands.

H. PURLIER.
JESSE HARLAN.
EDMUND C. CHEEK.

Witnesses:

H. E. CLIFTON,
D. O. PERIG.