

J. U. FIESTER.

Improvement in Link-Supporters for Car-Couplings.

No. 130,986.

Patented Sep. 3, 1872.

Fig.1.

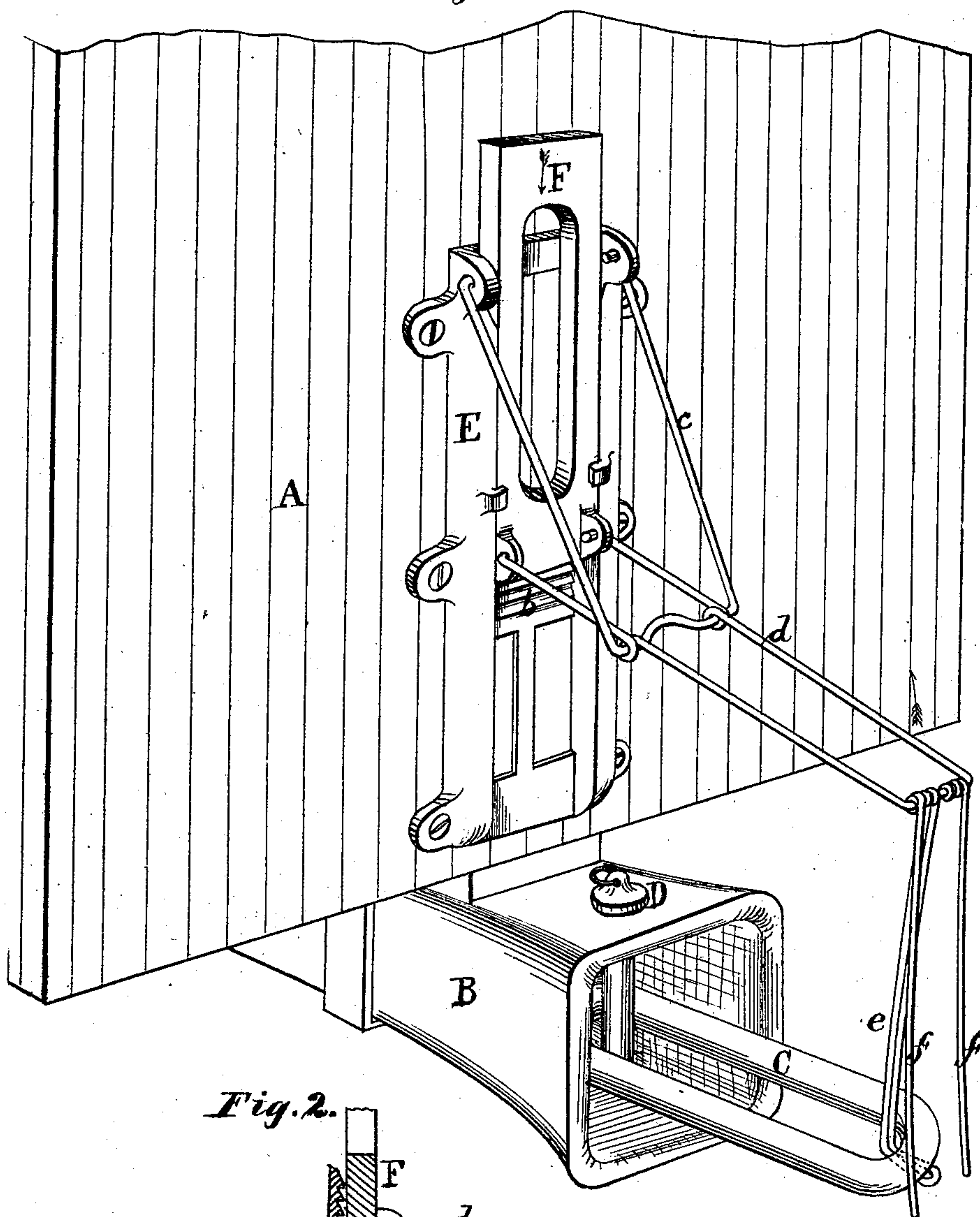
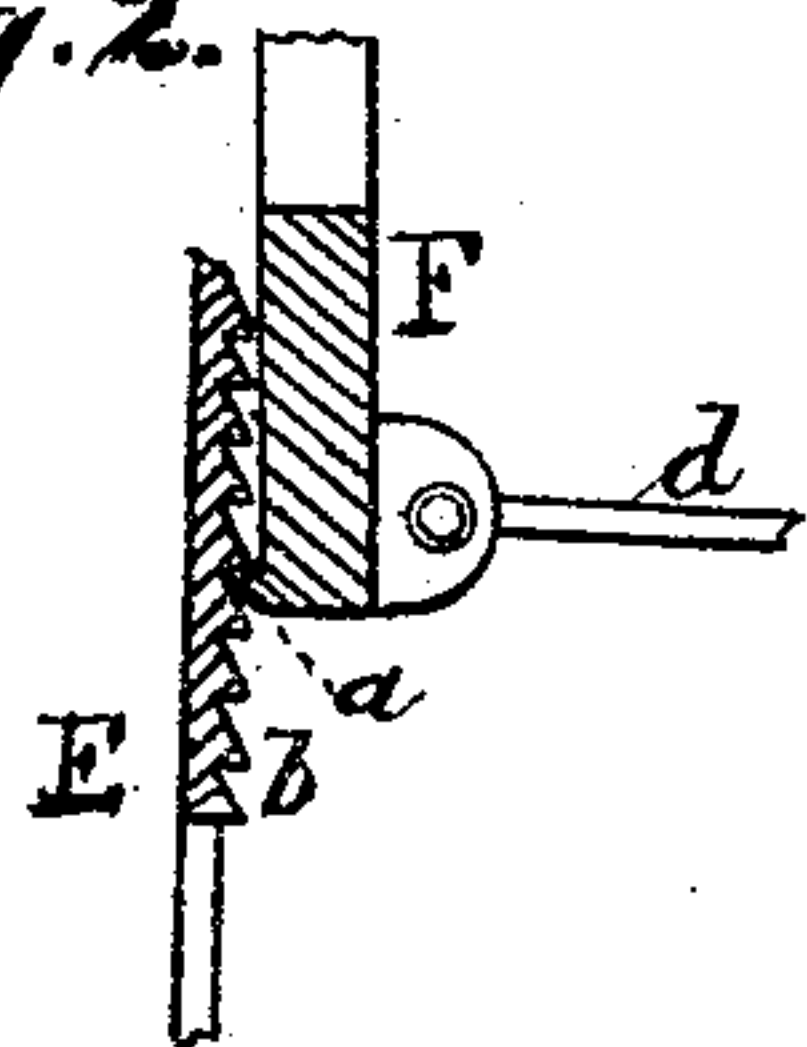


Fig. 2.



Witnesses:
H. L. Perrine.
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Inventor:

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UNITED STATES PATENT OFFICE.

JOHN U. FIESTER, OF WINCHESTER, OHIO.

IMPROVEMENT IN LINK-SUPPORTERS FOR CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 130,986, dated September 3, 1872.

Specification describing a Link-Supporter for Car-Couplings, invented by JOHN U. FIESTER, of Winchester, in the county of Guernsey and State of Ohio.

The subject of this invention is a device for use in connection with the ordinary link-and-pin couplings for supporting the link during the operation of coupling, the object being to avoid the liability of injury to the person coupling the cars, which now frequently results in serious accidents. The invention consists in the construction, arrangement, and combination of parts, as hereinafter described and claimed.

In the drawing, Figure 1 is a perspective view of a coupling and my link-supporter applied to a car; and Fig. 2, a detached sectional view, to be hereinafter more particularly referred to.

Referring to the drawing, in which similar letters of reference indicate like parts in the two figures, A represents the body of a freight car, and B C D, the ordinary draw-head, link, and pin, respectively. E represents a frame of cast metal, made in the form shown, or its equivalent, and adapted for attachment to the end of the car, as represented. Within this frame is fitted a slide, F, provided with a projection, *a*, which engages with serrations *b*, formed in the back plate of the frame E. To the upper part of the frame E is hung a bail, *c*, which is connected with and supports a lever, *d*, hinged to the slide F. From the outer extremity of the lever *d* depends a swinging hook, *e*, provided with guards *f f*, which extend in front of the hook for a purpose to be hereinafter described. When not in use the slide is at its lowest point, and, consequently,

the hinged bail and lever, with the hook, are folded up against the frame. When the cars are to be coupled the hook is drawn down and made to support the link at its outer end, bringing the parts into the position shown, the slide having sufficient play in the frame to enable it to be kept out of contact with the serrations until the desired point is reached, and then it is engaged and thereby prevented from further upward movement, the weight of the link serving to keep the parts in contact. The link may be sustained in a horizontal position, or its outer end may be depressed or elevated according to the location of the draw-head of the car which is to be coupled on. As the cars approach near together the draw-head of the car to be attached, coming in contact with the projecting guards of the hook, releases the link, which enters the drawhead, and the coupling is completed by the insertion of the pin, as usual, while the link-supporting devices are instantaneously drawn up into their folded condition by the automatic descent of the slide, which falls by gravity as soon as relieved of the weight of the link.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of a slide, F, ratchet *b*, bail *c*, lever *d*, and hook *e f*, substantially as set forth.

To the above specification of my invention I have signed my name this 6th day of February, 1872.

JOHN U. FIESTER.

Witnesses:

ADAM LINN,
SIMEON BROWN.