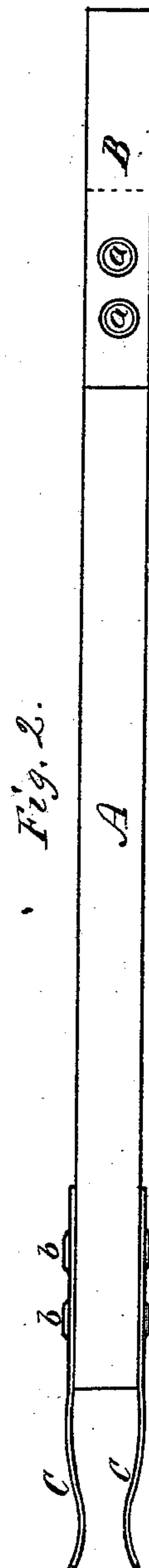
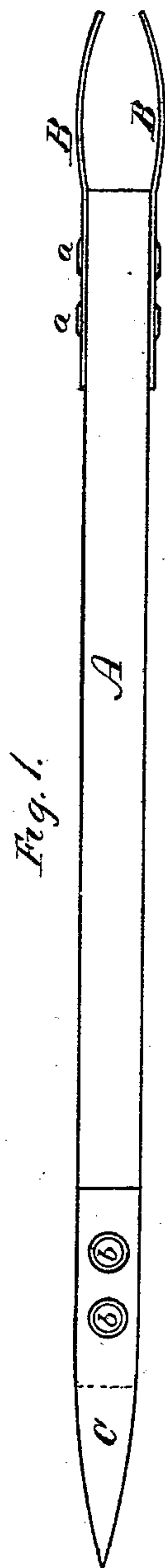


G. SEARL.  
Car-Coupling Instrument.

No. 226,250.

Patented April 6, 1880.



Witnesses:

*J. S. Brown.*  
*H. R. Taylor.*

Inventor:

*Gideon Searl,*  
*By his Attorney,*  
*J. B. Lawver*

# UNITED STATES PATENT OFFICE.

GIDEON SEARL, OF FRANKLINVILLE, NEW YORK.

## CAR-COUPLING INSTRUMENT.

SPECIFICATION forming part of Letters Patent No. 226,250, dated April 6, 1880.

Application filed February 17, 1880.

*To all whom it may concern:*

Be it known that I, GIDEON SEARL, of Franklinville, in the county of Cattaraugus and State of New York, have invented a new and Improved Car Coupling and Uncoupling Instrument; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification—

Figure 1 being a top view of the instrument; Fig. 2, a view of the instrument at right angles to the view in Fig. 1.

Like letters designate corresponding parts in both figures.

The purpose of this invention is to produce an instrument whereby cars can be coupled and uncoupled without the person stepping between them or exposing any part of his body to danger in so doing.

The construction of the instrument is substantially as follows: A bar, A, of wood, iron, or other suitable material, serves as the handle, stock, or body of the instrument. It may be of the form shown, or any other that may be convenient. To one end of this bar a pair of spring jaws or plates, B B, is secured, one on one side and the other on the other side, as shown, or as most convenient. These spring-plates are properly secured to the bar A by bolts or rivets *a a* passing through all, as shown. The plates are far enough apart to admit freely the body of a car-coupling pin, but not the head thereof, and their extremities approach somewhat nearer each other than the middle or main part, so that in slipping them off from the coupling-pin they have to be sprung apart somewhat. They will thus securely hold the coupling-pin dropped between them when they are in the position shown in Fig. 1; and when the pin is thus held the attendant can reach it in over the draw-head of the car by the instrument without exposing himself to being jammed between the cars coming together. When the coupling-pin is inserted in its place the instrument is readily disengaged from it by simply drawing away, thus slipping the spring-plates off from around the coupling-pin. The instrument is, of course, to be long enough to reach in between the cars, as desired.

At the other end of the instrument is another pair of spring jaws or plates, C C, attached to the bar A in the same way as the plates B B, and by similar bolts or rivets *b b*, or in an equivalent manner. They are, however, secured to the alternate sides of the bar A, so as to be in positions at right angles to the positions of the jaws B B. These spring-plates are for seizing the coupling-link and raising its free end to a proper position to enter the draw-head of the adjacent car and guiding the link therein. For this purpose the two plates must be far enough apart to receive the coupling-link edgewise between them, and their extremities turn outward, somewhat as shown in Fig. 2, for convenience in seizing and entering the link between them. They also spring toward each other somewhat, so as to hold the link with proper security and firmness. As the coupling-link occupies a nearly horizontal position, and the coupling-pin a nearly vertical position, these two pairs of spring-plates are at right angles to each other on the bar A, as shown and specified, so that the coupling-pin can first be inserted between the jaws B B, and while it is there the other end of the instrument be used to direct the coupling-link into place, and then immediately the pin can be inserted in the draw-head. Thus, with the instrument, the coupling can be effected very expeditiously as well as safely.

By an improved form given to the spring-plates C C, I use also this end of the instrument for uncoupling cars while the attendant stands on the ground at the side of the cars. For this purpose the plates are nearly pointed or wedge-shaped, as shown in Fig. 1, so that they can be pushed under the head of the coupling-pin, and thereby can raise the same up, and the two plates embrace the body thereof. Then the coupling-pin can be lifted out of the draw-head of the car and deposited where desired. Either pair of the spring-plates may be shaped for this purpose; but I prefer to use the link-jaws C C, since the jaws B B hold a coupling-pin a little better when their edges are not sloped or inclined.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A car-coupling instrument composed of

a bar or handle, A, two spring plates or jaws, B B, on one end, and two spring jaws or plates, C C, on the other end thereof, one pair of spring-plates being arranged on the bar or  
5 handle at right angles to the other pair, substantially as and for the purpose herein specified.

2. A car-coupling instrument composed of a bar or handle, A, and one or more pairs of  
10 spring plates or jaws, B B and C C, as speci-

fied, one pair of plates, C C, having a pointed or wedge-acting form, substantially as and for the purpose herein specified.

In testimony that I claim the foregoing as my own I affix my signature in presence of 15 two witnesses.

GIDEON SEARL.

Witnesses:

CHARLES T. LOWDEN,  
CHAS. D. VAN AERNAM.