

(No Model.)

T. C. STEWARD.
CAR COUPLING ATTACHMENT.

No. 255,547.

Patented Mar. 28, 1882.

Fig. 1.

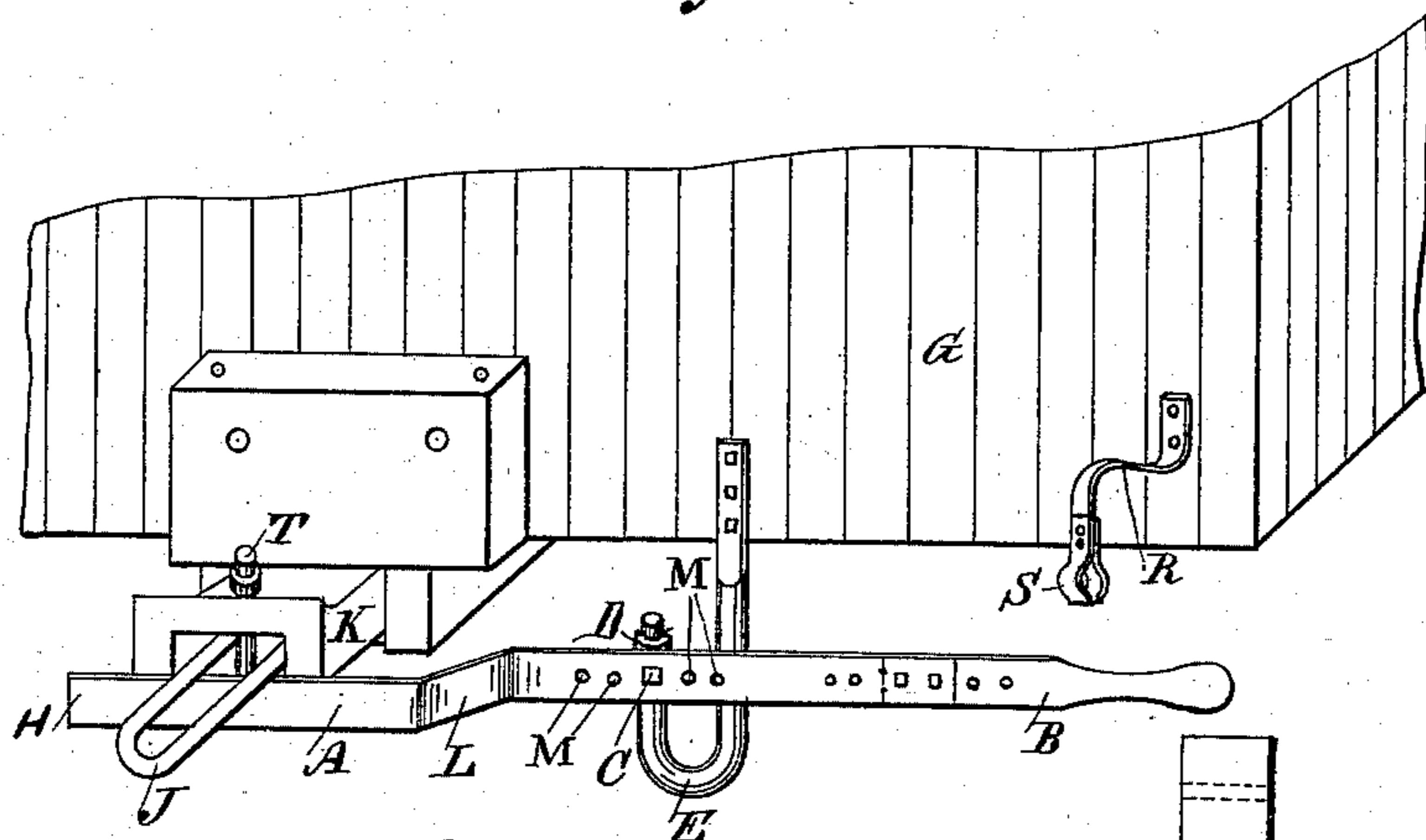


Fig. 2.

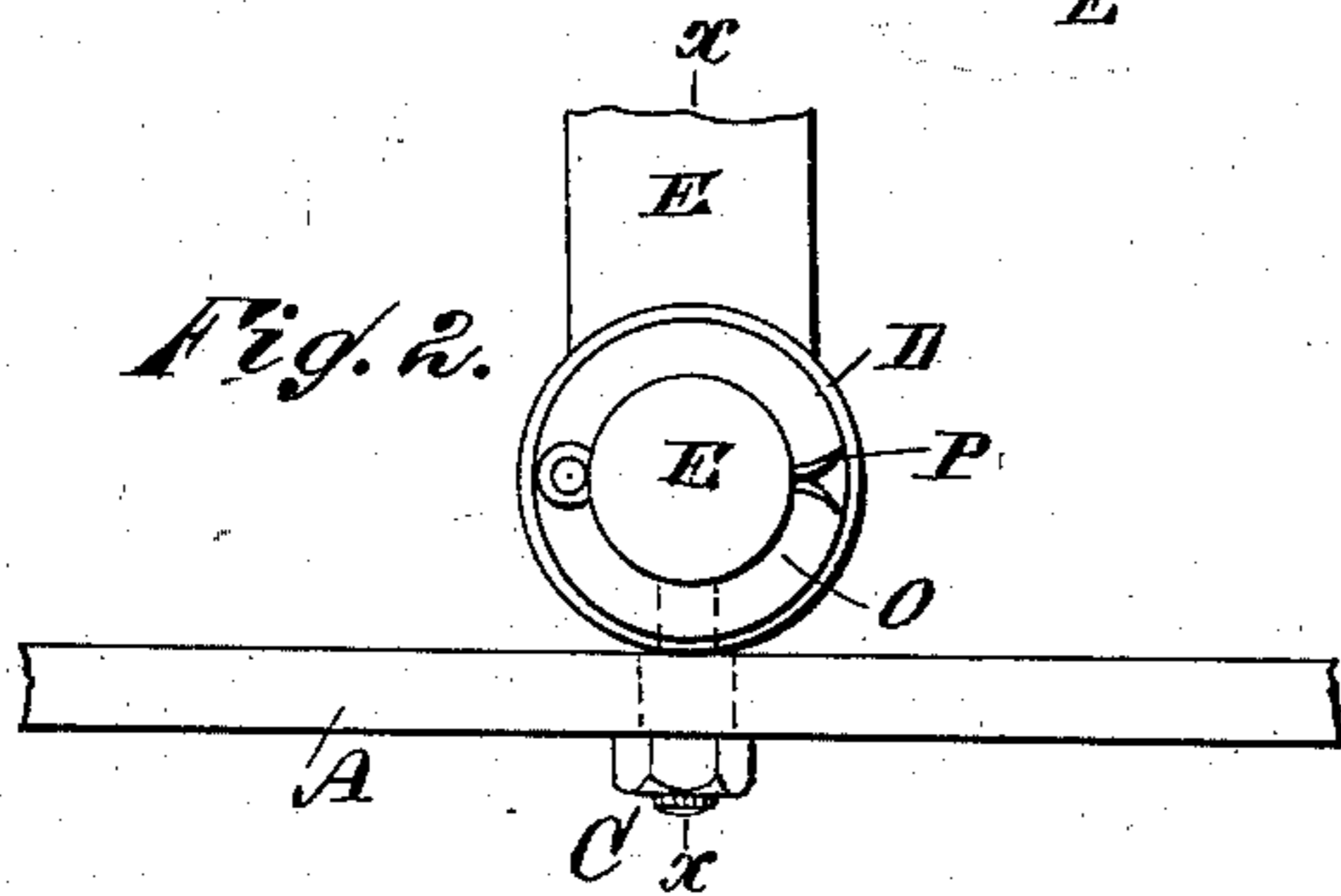
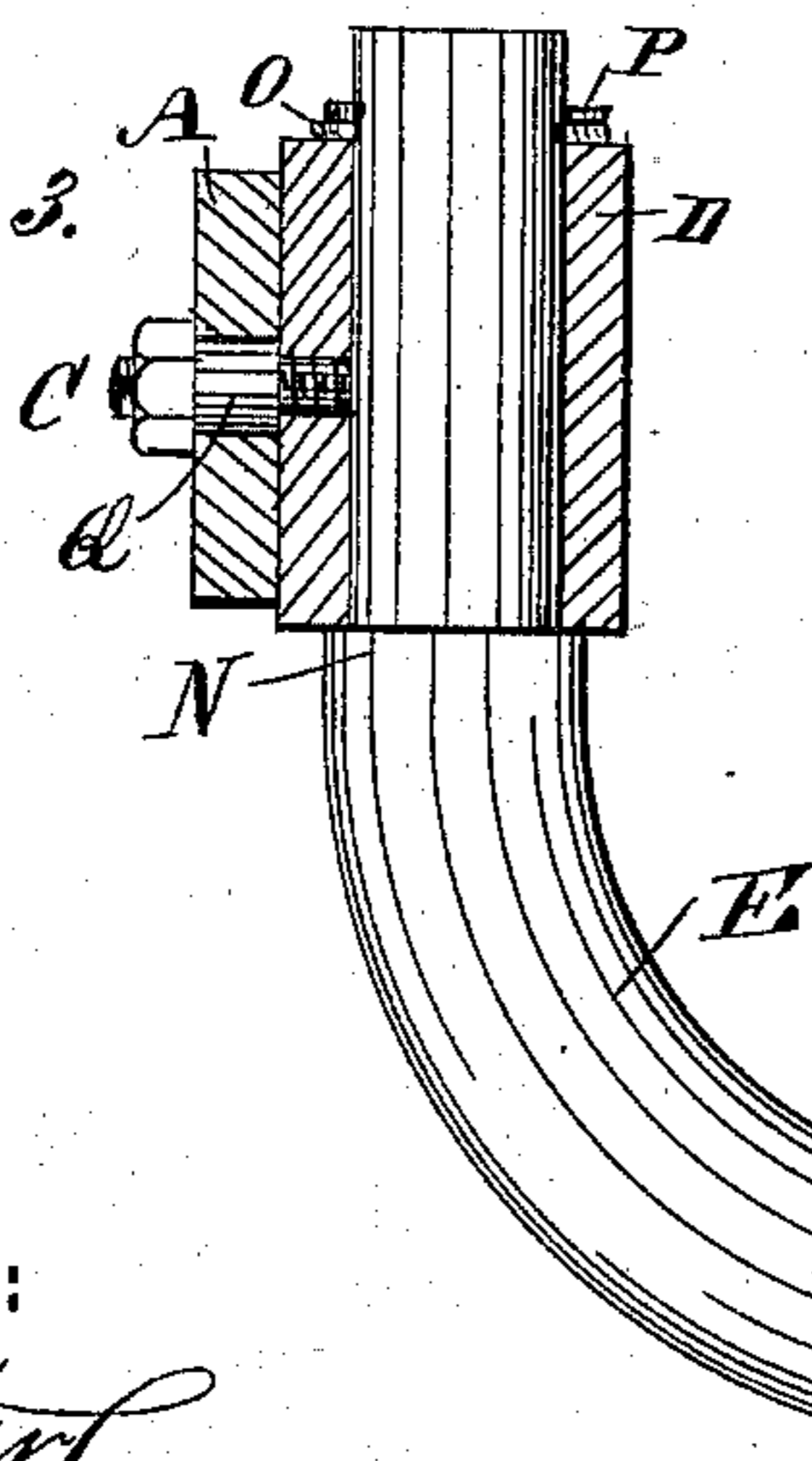


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

THOMAS C. STEWARD, OF CHATTANOOGA, TENNESSEE.

CAR-COUPLING ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 255,547, dated March 28, 1882.

Application filed August 24, 1881. (No model.)

To all whom it may concern:

Be it known that I, THOMAS CORWIN STEWARD, of Chattanooga, in the county of Hamilton and State of Tennessee, have invented a new and Improved Car-Coupling Attachment, of which the following is a full, clear, and exact specification.

The object of my invention is to provide a new and improved car-coupling attachment which is simple in construction, convenient in use, and permits of coupling cars by means of the well-known link and draw-head without requiring the operator to enter between the cars and endanger his life, as has been necessary heretofore, for with my improved attachment he can couple the cars while at the side of the same.

My invention, which is an improvement on the car-coupling attachment for which Letters Patent No. 236,855 were issued to me on the 18th day of January, 1881, consists of a bar or lever provided with an adjustable handle and pivoted to a collar loosely mounted on one end of a J-shaped bar attached to the end of the car, this bar being of such length that it can catch under the link of a draw-head and lift the link, so that it can enter the draw-head of the next car.

The invention further consists in an arm attached to the end of the car and provided at its free end with a spring-clamp for holding the lever in such a position that its inner end is lowered when this lever is not being used.

In the accompanying drawings, Figure 1 is a perspective view of a part of the end of a car provided with my improved car-coupling attachment. Fig. 2 is a detail plan view of the outer end of the J-shaped bar, to which the link-raising bar or lever is swiveled. Fig. 3 is a detail longitudinal elevation of the J-shaped bar.

Similar letters of reference indicate corresponding parts.

A bar or lever, A, provided at the outer end with an adjustable handle, B, to make the bar A a certain distance longer or shorter, is pivoted by means of a pintle, C, to a collar, D, mounted loosely on the outer end of a J-shaped bracket-arm or bar, E, which is fastened to the end of the car G. The inner end, H, of the lever A reaches under the link J, held in the

draw-head K, and the lever A is provided with a bend, L, between its pivot and the inner end, H, so that if this inner end, H, is under the link J the outer end, provided with the handle B, will be near the end of the car, so that the fulcrum of the lever A can be varied according to the width of the car. This lever is provided with a series of apertures, M, through one of which the pintle C is passed. The J-shaped bracket-arm or bar E is provided at its free end with a shoulder, N, on which the collar D rests, and this collar D is held on the bar E by a washer, O, and a spring-key, P. The pintle C is provided with an enlarged or thickened part or fixed collar, Q, on which the lever A turns. A bent arm, R, is fastened to the end of the car G, near the corner, and is provided with a spring-clamp, S, with an aperture or opening at the bottom, into which spring-clamp the handle B is passed when the inner end of the lever A is to be held in a lowered position. The lever A can be turned vertically on the pintle C, and can also be turned horizontally with the loose collar D on the end of the bar or bracket-arm E. The link J is secured by means of the coupling-pin T in the draw-head K.

The operator stands at the side of the car, and by depressing the handle end of the lever A more or less raises the free end of the link J more or less, so as to guide it into the draw-head of the next car. The pin can be so set that it drops from the shock. The cars can thus be coupled conveniently and rapidly without requiring the operator to pass in between the cars and endanger his life and limbs. To prevent swinging and rattling of the lever A when not in use, its handle end is pressed into and held by the spring-clutch S.

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

1. The combination, with the draw-head K, of the lever A, the bracket-arm E, and the loose collar D on the bracket-arm E, substantially as herein shown and described, and for the purpose set forth.

2. The combination, with the draw-head K, of the lever A, the bracket-arm E, provided with a shoulder, N, at its outer end, and the loose collar D, to which the lever A is pivoted,

substantially as herein shown and described, and for the purpose set forth.

3. The combination, with the draw-head K, of the lever A, the bracket-arm E, provided
5 with a shoulder, N, at its outer end, the loose collar D, and the pintle C, provided with a fixed collar or enlargement, Q, substantially as herein shown and described, and for the purpose set forth.

10 4. The combination, with the lever A, piv-

oted to an arm or bracket at the end of a car, of a spring-clamp, S, attached to an arm or bar, R, attached to the end of the car, substantially as herein shown and described, and for the purpose of holding the lever A when
15 the same is not in use.

THOMAS C. STEWARD.

Witnesses:

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