

(No Model.)

E. KIRK.
CAR COUPLING.

No. 282,734.

Patented Aug. 7, 1883.

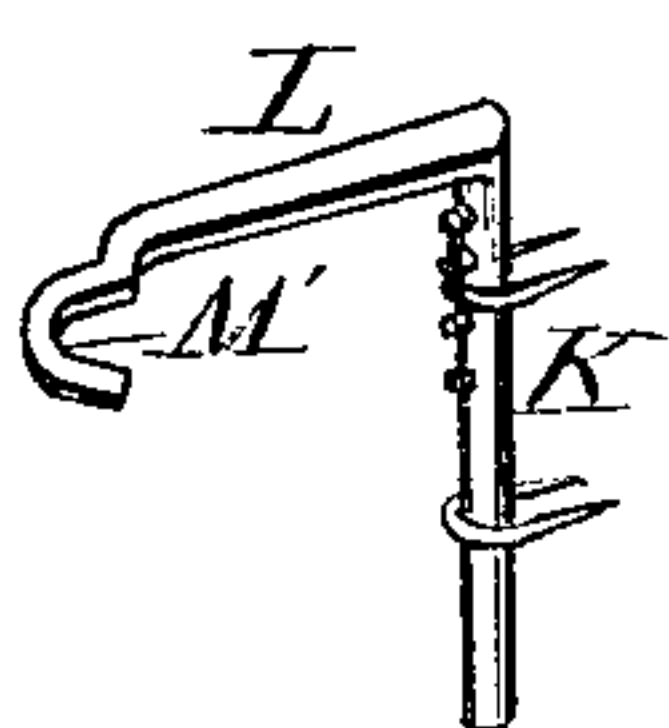
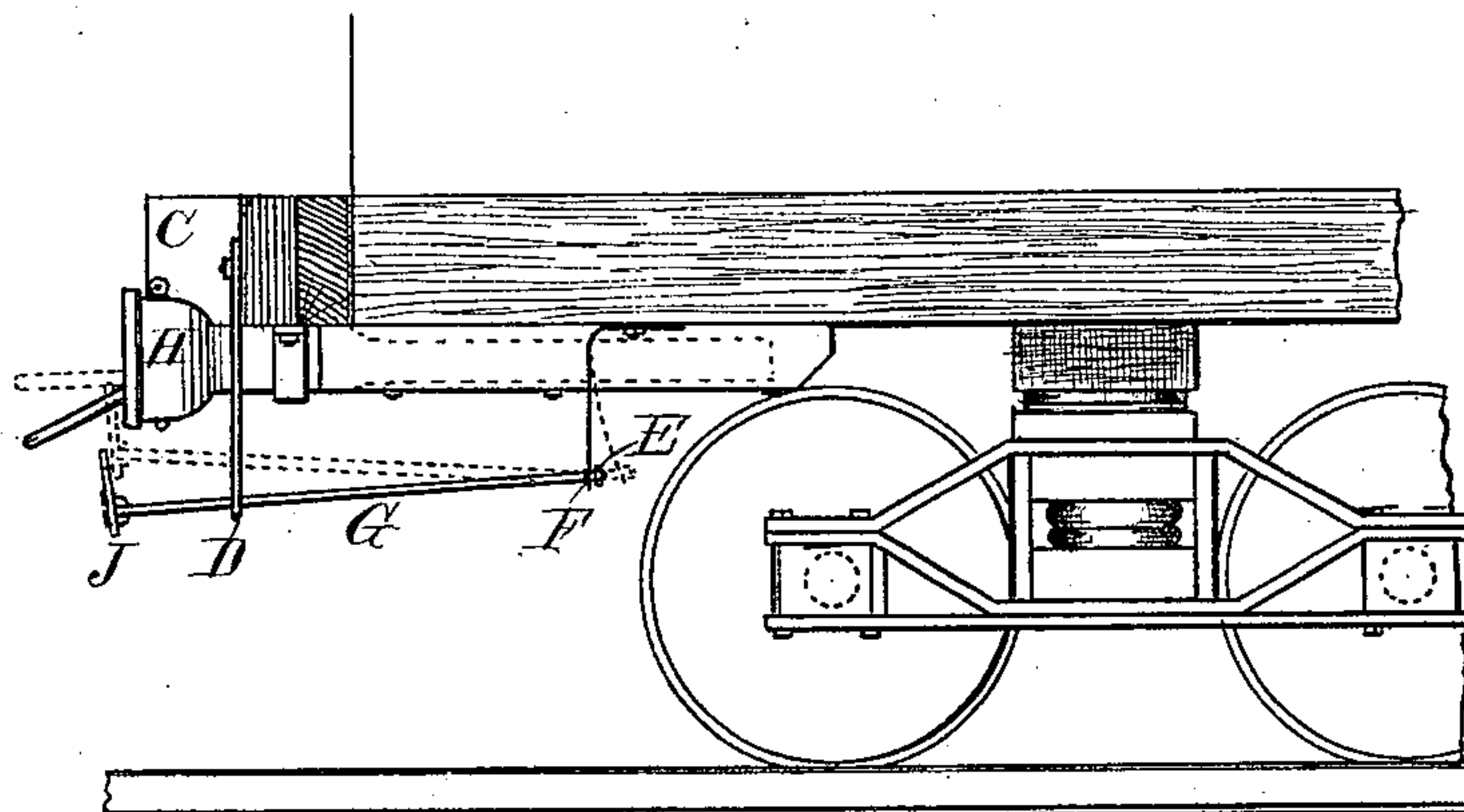
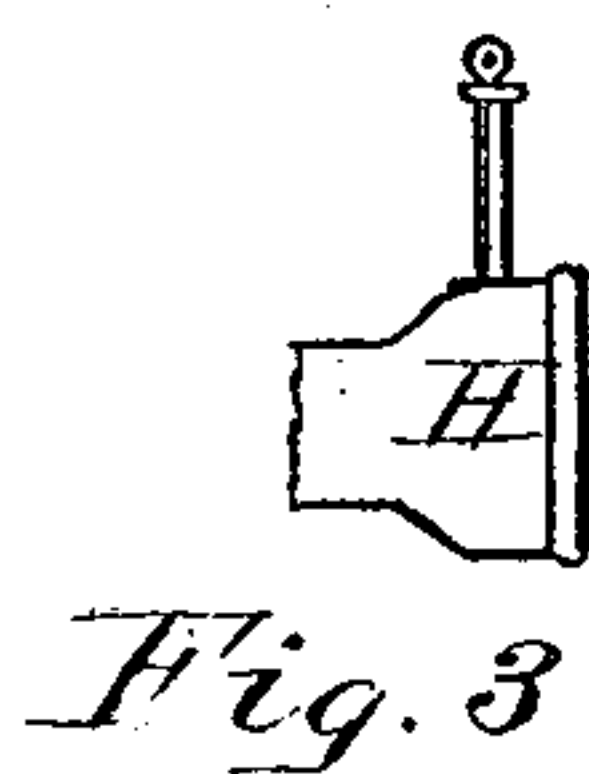
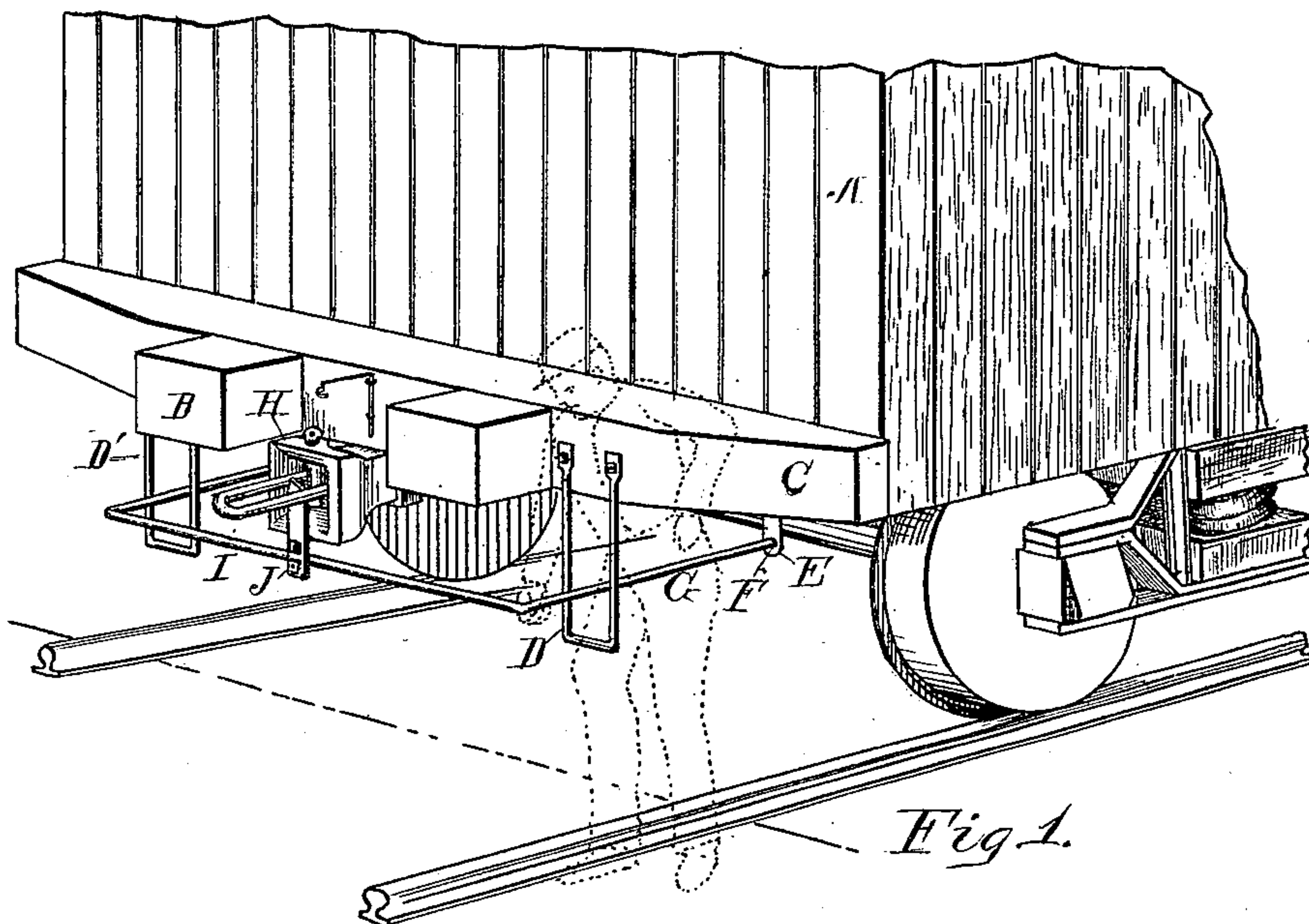


Fig. 4.

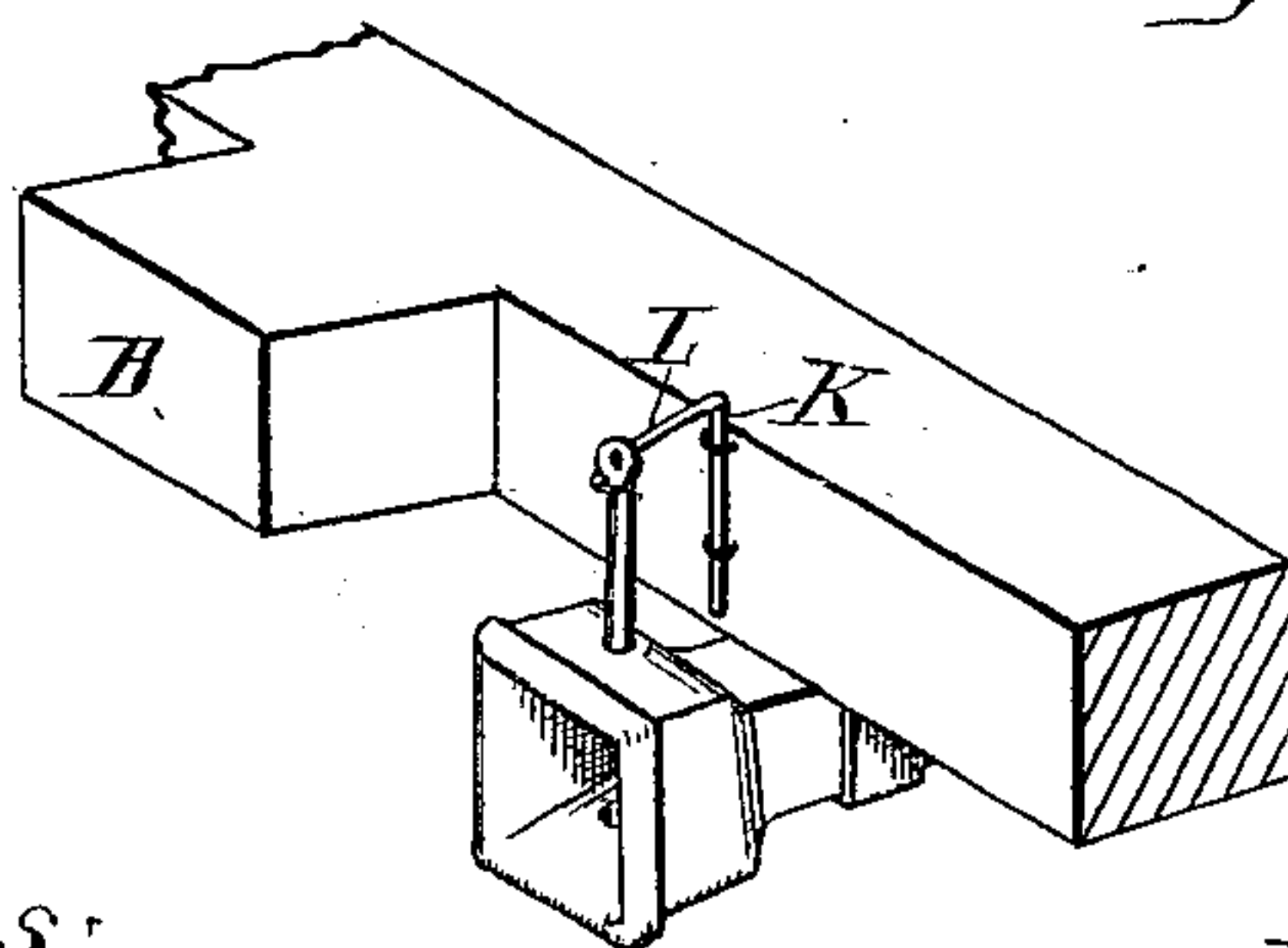


Fig. 5.

Witnesses:
Robert Kirk
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Inventor:
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UNITED STATES PATENT OFFICE.

ELI KIRK, OF CLARKSVILLE, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 282,734, dated August 7, 1883.

Application filed May 25, 1883. (No model.)

To all whom it may concern:

Be it known that I, ELI KIRK, of Clarksville, in the county of Clinton and State of Ohio, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a perspective view of the end of an ordinary freight-car with my improved car-coupling attachment. Fig. 2 is a side view of the same. Fig. 3 is a side view of the end of an ordinary draw-bar and pin. Fig. 4 is a perspective view of the pin-holder attachment. Fig. 5 is a perspective view of the same, showing manner of applying.

The object of the present invention is to provide an attachment for coupling cars whereby the same may be manipulated without passing between the cars. It also provides a means for holding the pin preparatory to coupling, said holder being arranged so that when the draw-heads strike each other the pin will fall from the holder and couple the draw-head.

In the drawings, A represents an ordinary box-car, B the buffer-head, and C the cross-beam.

On the front face of the cross-beam C, and near the end and extending below the lower side of the beam, is a stirrup or guide, D, of iron or any suitable material, bent in the form of a loop, as shown. The upper ends of the loop are securely fastened to said cross-beam.

Beneath and securely fastened to the lower side of the car, a short distance from the side and end, is a flexible piece of steel, E, pendent from the bottom of the car. The lower end is provided with an opening, F, and a similar flexible piece is provided on the opposite side of the car. A U-shaped rod of iron or any suitable material is placed in the loops D, with the limbs G projecting backwardly and secured to the pendants E, so as to allow of a free movement backward and forward, and also to permit the forward cross-limb, I, to be vertically movable within the loops D. The limbs of the rod G extend forward through the stirrup D, from the flexible pieces E, a little beyond the forward face of the draw-head H.

Midway between the ends of the transverse part I, directly beneath the draw-head, is a vertical plate, J, securely fixed to the rod by means of bolts, clips, or in any suitable man-

ner. Said plate is designed to be immediately forward of the draw-bar, and about six inches (more or less) in length, and as wide as an ordinary coupling-link, with its upper end, A, shaped as shown, so that it will engage the limbs of the link when raised.

On the iron beam C, directly over the draw-bar H, a bolt or pin, K, is placed, provided with the horizontal arm L, and having at its extremity the semicircular curve M, of sufficient size to receive an ordinary coupling-pin. This bolt is secured to the cross-beam by means of staples. The bolt has projections on its front side for the reception of the staples, so that the bolt and arm can be raised or lowered to suit the different lengths of pins in coupling.

As will be seen, the advantages of this device are obvious. In coupling the cars the pin in one of the draw-bars is placed through the link. The operator can then stand at the side of the car, and by grasping the rod G raise it upward in connection with the plate J. The end of said plate being under the link, the latter is brought to a horizontal position, or any other angle desired, to suit the height of the draw-bar it is desired to be coupled with. The head of the pin in the draw-bar of the car with which the operator wishes to couple is placed in the recess of the arm L. When the draw-heads come in contact, the concussion of the draw-heads forces the draw-bars in, and as the semicircular support M of the pin faces the beam C the pin is tripped from its support and couples the link.

What I claim as new is—

1. In a draw-head-coupler attachment, the U-shaped rods G I, secured to the flexible pendent fingers at the rear end, having on the cross-limb below the draw-head a vertical arm or plate, J, provided with an A-shaped upper end to engage with the link, substantially as and for the purpose herein set forth.

2. In a draw-head-coupler attachment, the vertical rod K, hinged in the staples to the beam C, directly above the draw-bar and vertically adjustable, having the forwardly-projecting horizontal arm, provided with a semicircular end, M', to receive the coupling-pin, substantially as herein set forth.

3. The rod K, hinged to the car-beam C, vertically adjustable, and having a horizontal arm, L, provided with a semicircular end, in com-

ination with the draw-bar and coupling-pin, substantially as herein set forth.

4. The U-shaped rod G I, secured to the pendent flexible arms E, and having on the
5 forward transverse limb, G, the vertical A-shaped plate J, and the loops D, in combination with the draw-bar and coupling-link, substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 8th day of May, 1883, in the presence of two witnesses.

ELI KIRK.

Witnesses:

J. W. COMPTON,
J. S. KIMBROUGH.