

(No Model.)

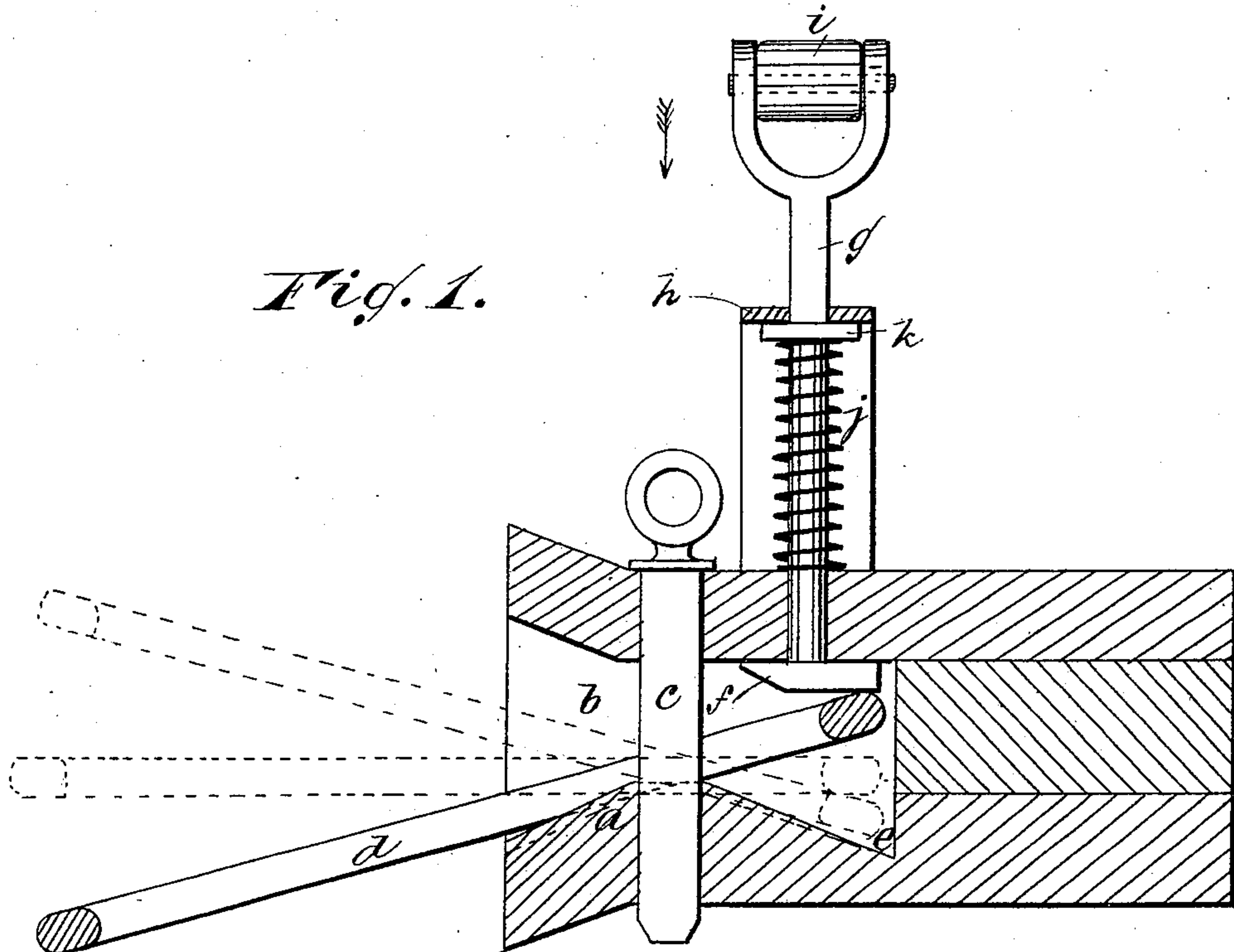
A. J. REDMAN.

CAR COUPLING.

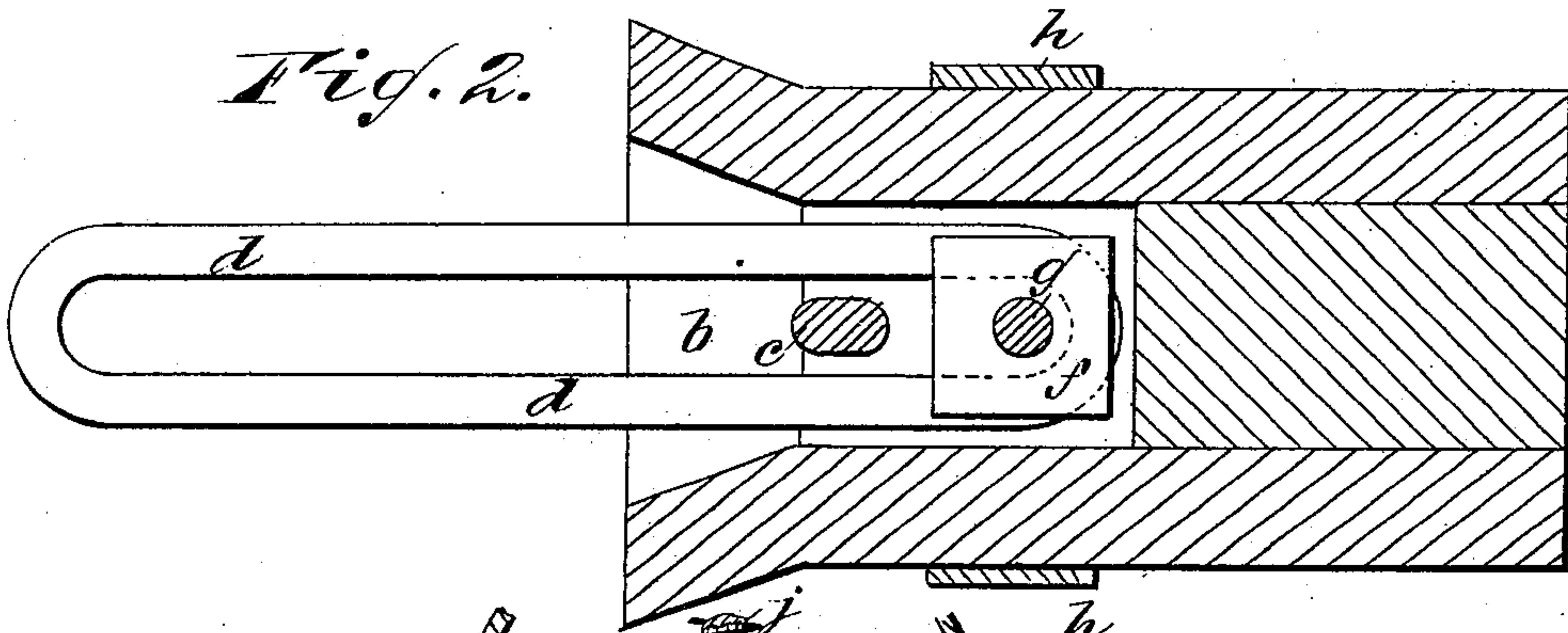
No. 284,898.

Patented Sept. 11, 1883.

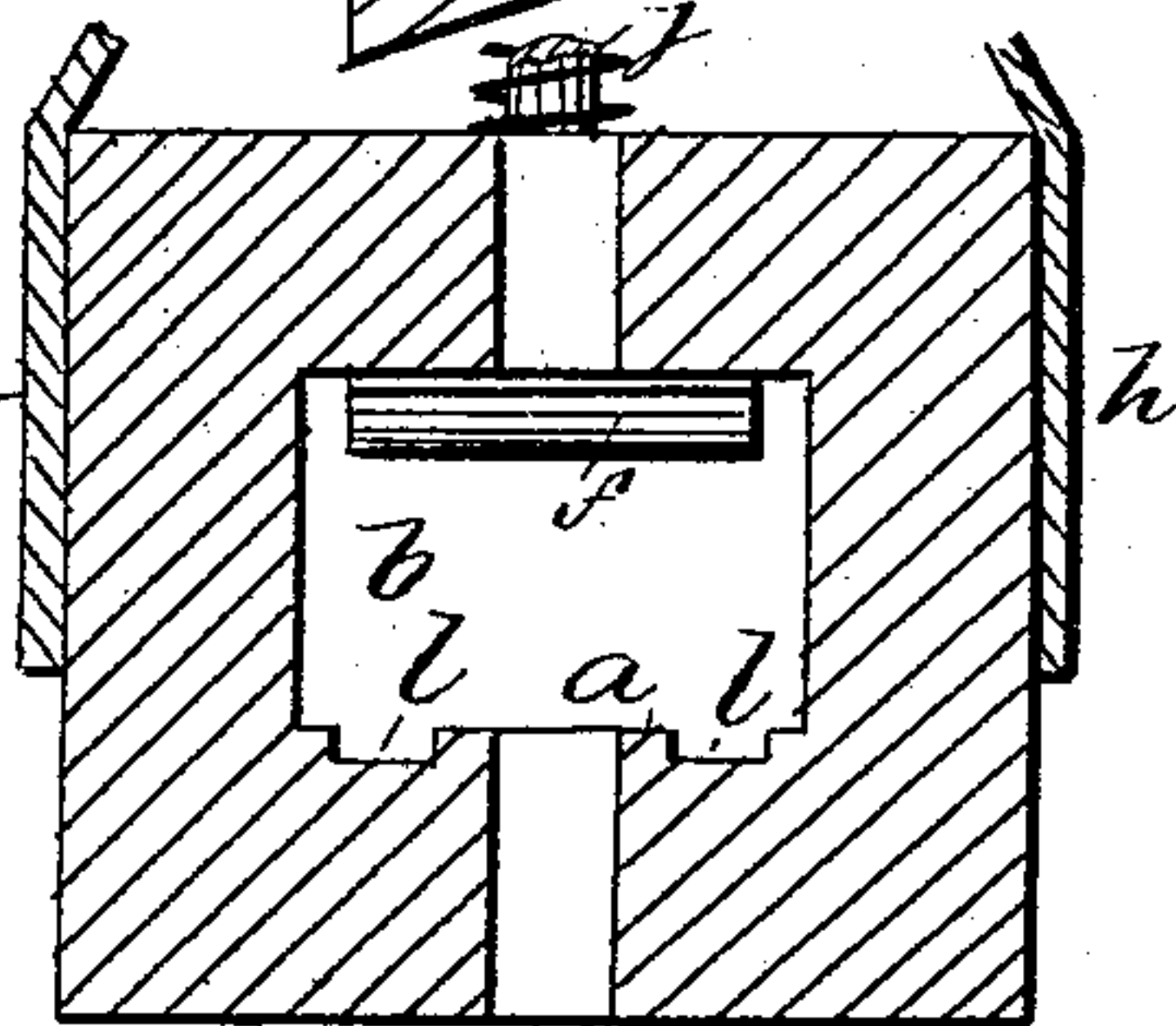
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

ANDREW J. REDMAN, OF LA CROSSE, KANSAS, ASSIGNOR TO HIMSELF AND  
CLIFFORD R. SCRANTON, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 284,898, dated September 11, 1883.

Application filed February 8, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW JACKSON REDMAN, of La Crosse, in the county of Rush and State of Kansas, have invented a new and  
5 useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description.

My invention consists of a pusher contrived in the upper side of the draw-head, together  
10 with an elevation in the bottom of the link-socket for a fulcrum for the link, by which the attendant can raise up the link to enable it to enter the link-socket of an approaching car, so as to avoid holding the link up by hand in  
15 front of the draw-head, which is dangerous, and often the cause of the hand being crushed, all as hereinafter fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in  
20 which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal sectional elevation of a draw-head, coupling-link, and the link-lifting device of my invention. Fig. 2 is a  
25 horizontal section, and Fig. 3 is a transverse section.

I make an elevation, *a*, in the bottom of the link-socket *b*, about where the coupling-pin *c* is located, by making a cavity or depression, *e*,  
30 in said bottom, back of the pin, for a fulcrum on which the link *d* may be raised up at the projecting end by pressing down on the end in the socket behind the pin; and for so pressing it down I provide a pusher, *f*, in said socket,  
35 above the link and on the lower end of a rod, *g*, extending up through a hole in the upper side of the draw-head and through a support-

ing-bar, *h*, attached to the draw-head and extending upward a suitable distance for the purpose. At the top of the rod is a handle, *i*,  
40 and a coiled spring, *j*, is fitted on the rod under a collar, *k*, and resting on the draw-head, to raise the pusher up, so as not to interfere with the link when coupled. I prefer to groove the fulcrum a little at *l*, each side of the pin,  
45 to form a bed, in which the link will lie so as to project straight out from the draw-head, to be guided into the socket of the approaching car. The pusher *f* is preferably beveled at the front, and a recess may be made in the up-  
50 per wall of the link-socket to brace the pusher and protect it from the link when the link enters the socket.

It will be readily understood that with this improved lifting device the link may be  
55 properly supported for coupling without exposing the hand, as when lifting the link in the common way.

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

1. The combination, with a pusher, *f*, of the spring-held rod *g*, bifurcated at the upper end, and there provided with a handle, *i*, as and  
65 for the purpose specified.

2. The combination, with the draw-head having a fulcrum, *a*, in the link-socket, of the pusher *f*, supporting-bar *h*, and the spring *j* for lifting the pusher, substantially as described.

ANDREW J. REDMAN.

Witnesses:

P. C. DIXON,  
J. F. GUNCKEL.