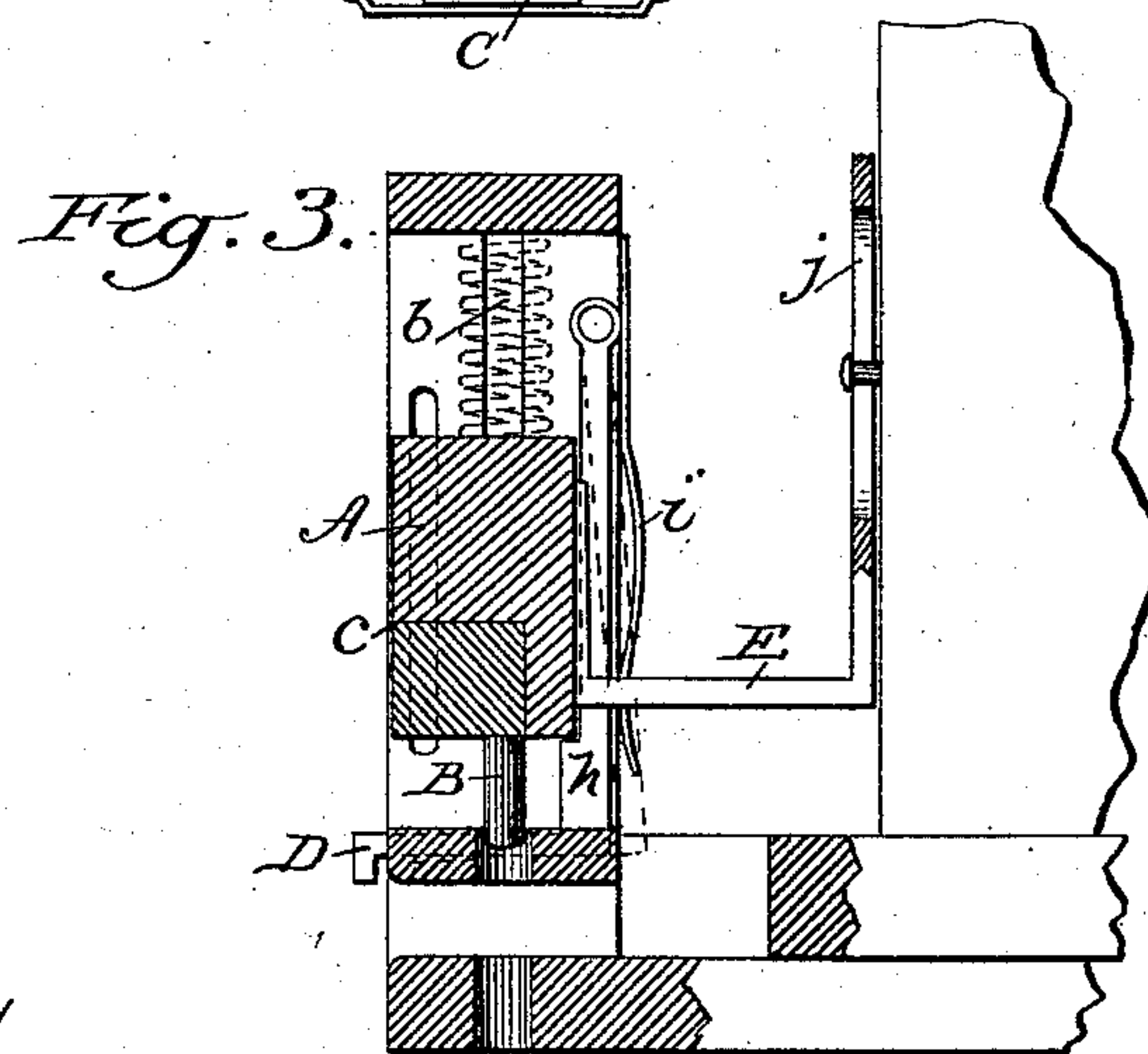
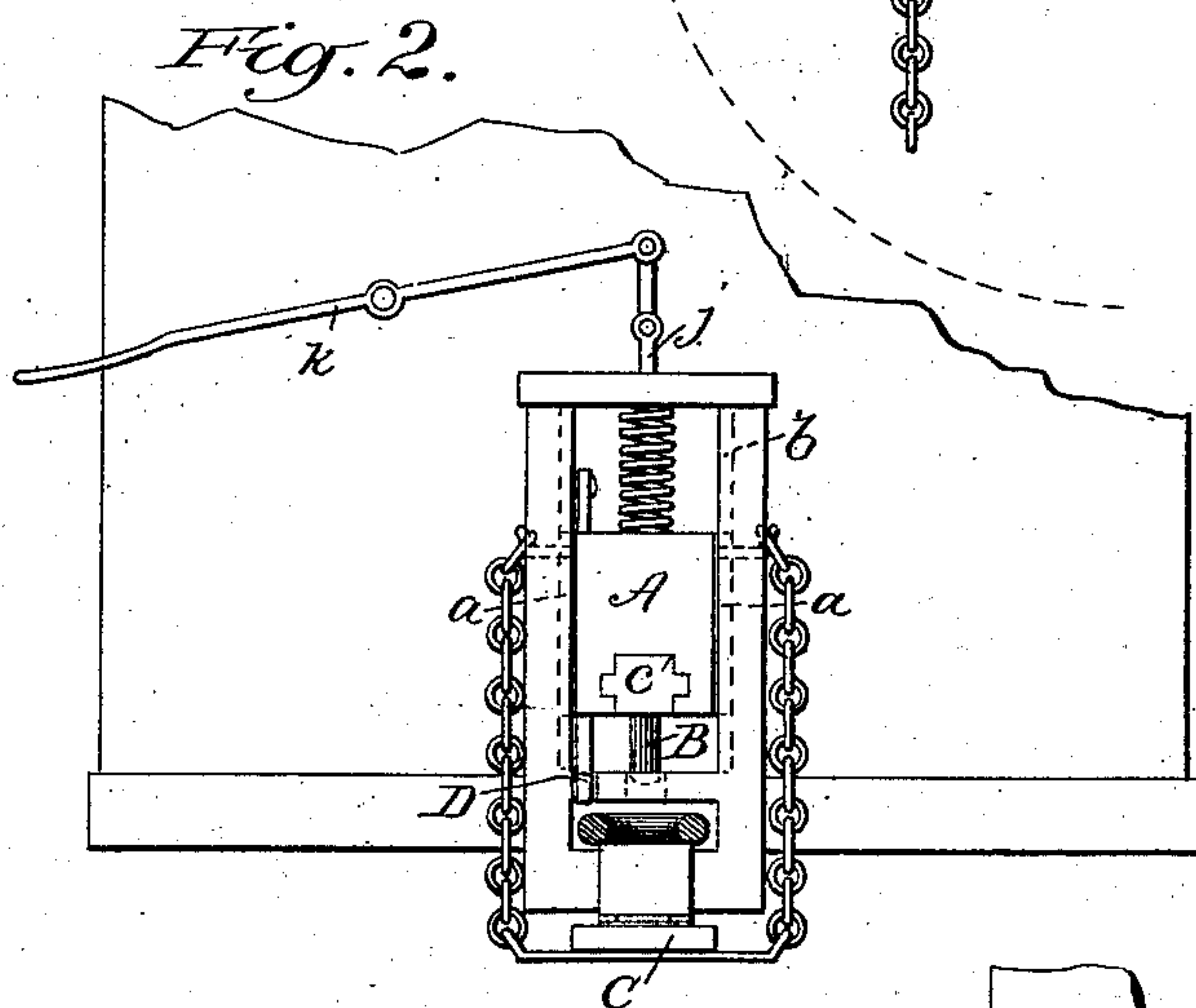
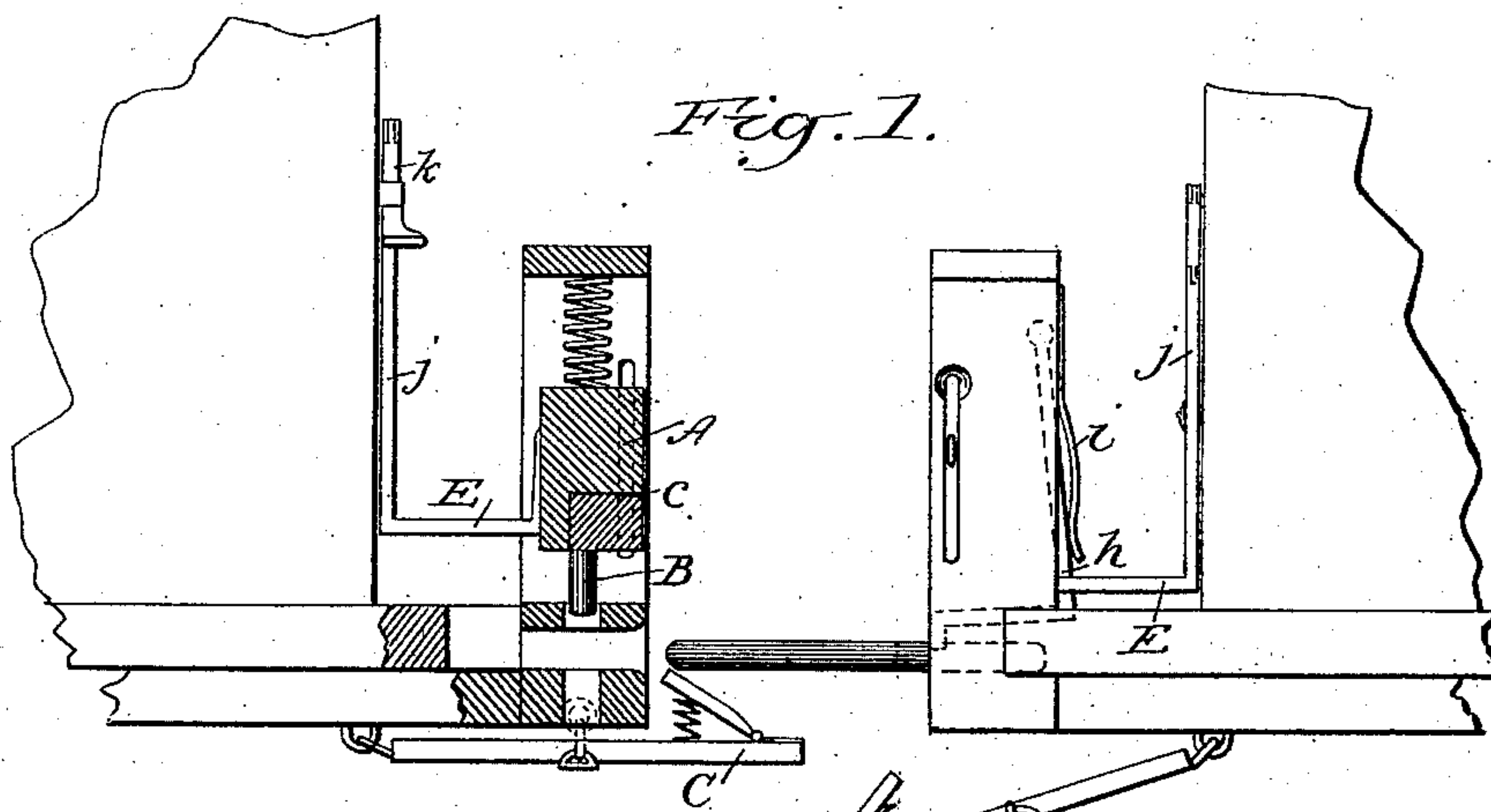


(No Model.)

J. P. PIES.
CAR COUPLING ADJUSTER.

No. 292,506.

Patented Jan. 29, 1884.



Witnesses:
Fr. S. Engel
Laurent Schott

Inventor:
John P. Pies

UNITED STATES PATENT OFFICE.

JOHN P. PIES, OF NEAR NEW WASHINGTON, OHIO.

CAR-COUPLING ADJUSTER.

SPECIFICATION forming part of Letters Patent No. 292,506, dated January 29, 1884.

Application filed November 21, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. PIES, a citizen of the United States, residing near New Washington, in the county of Crawford, State of Ohio, have invented a new and useful Improvement in Car-Coupling Adjusters; and I hereby declare that the following is a full, clear, and exact description of same.

My invention relates to that kind of improvement in car-coupling adjuster which is fastened on the bumper with a lever attached to it, so that the coupling-pin can be managed either from the top or from the side of the freight-car.

The invention consists in the means, when the train is running into danger, either by reason of a broken bridge or other cause, for uncoupling the cars without going between them; and for connecting I have provided a self-coupler. By this means danger is prevented and time gained.

In the accompanying drawings, which form a part of the specification, Figure 1 is a side elevation, partly in section; Fig. 2, a front view, and Fig. 3 a detailed sectional view of one of the draw-heads.

Similar letters refer to similar parts throughout the several views.

A is a block having guides *a a* on each side, sliding inside of two side pieces in grooves *b b*. On the face of block A, toward the lower edge, is cavity *c*, in shape of a cross, to hold the coupling-pin B, which has a cross-head to fit exactly in cavity *c*. (See Fig. 2.) Block A and its adjuncts are fastened on the bumper of the freight-car in such a way that the coupling-pin can go through the hole to fasten the link. Under the bumper is a bridge, C, fastened by one end with loose hinges to the bumper under the car, so that it can swing out of the way. (See Fig. 1.) The other end points toward the next car, and is set low enough to go under the approaching link. On the top of bridge C is a tongue, having under-

neath one end a spring, to raise the bridge even with the mouth of the bumper, so that the link can glide right in. (See Fig. 1.) Bridge C is suspended in the middle by two chains which go up outside of block A, and are secured to two hooks projecting from block A. (See Fig. 2.) Through the side pieces are slots, in which the hooks pass up and down. On the upper end of the slots are cavities, so that the hooks are free to secure the chains. When block A goes down with the hooks through the slots, the chains lose hold and go down with the bridge. Right under block A is a bolt, D, projecting out on the face, to which is attached an upright having a shoulder, *h*, and with a spring, *i*. When block A is raised, spring *i* pushes shoulder *h* under the block to keep it up. (See Fig. 3.) The approaching car pushes bolt D in when the link is all right, block A loses its support and goes down with the coupling-pin and couples itself. The lever E is attached to the back of block A with one end. The other end is rounded, so that it can pass through a hole on the lower part in shank *j* as the bumper moves in and out, a small hole being cut into the wall of the car for the lever to go in and slip up and down with the raising and lowering of the block. If there is not power enough for lowering block A, a spring can be used on the top. To the upper end of shank *j* is attached handle *k* by suitable joints, and is turned toward one side. By this arrangement the coupling-pin is raised. For top action it reaches to the top of the car. For side action not so high. If coupling is not desired, handle *k* is held by a hook.

What I claim as new is—

The combination of block A, pin B, bridge C, and bolt and shoulder D *h*, all constructed and arranged substantially as set forth.

JOHN P. PIES.

Witnesses:

J. R. PEEPLES,
FR. LOUIS ENGEL.