

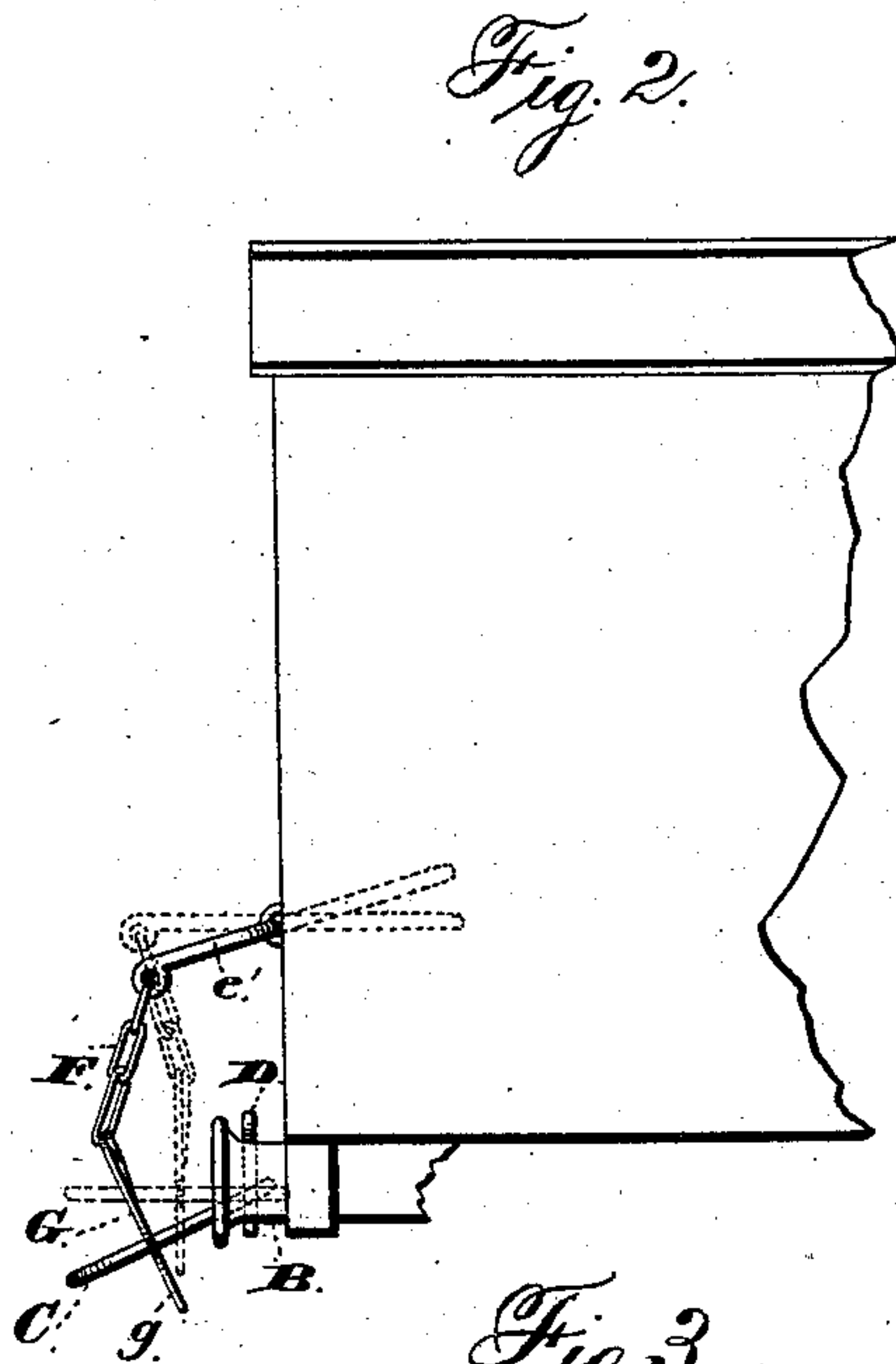
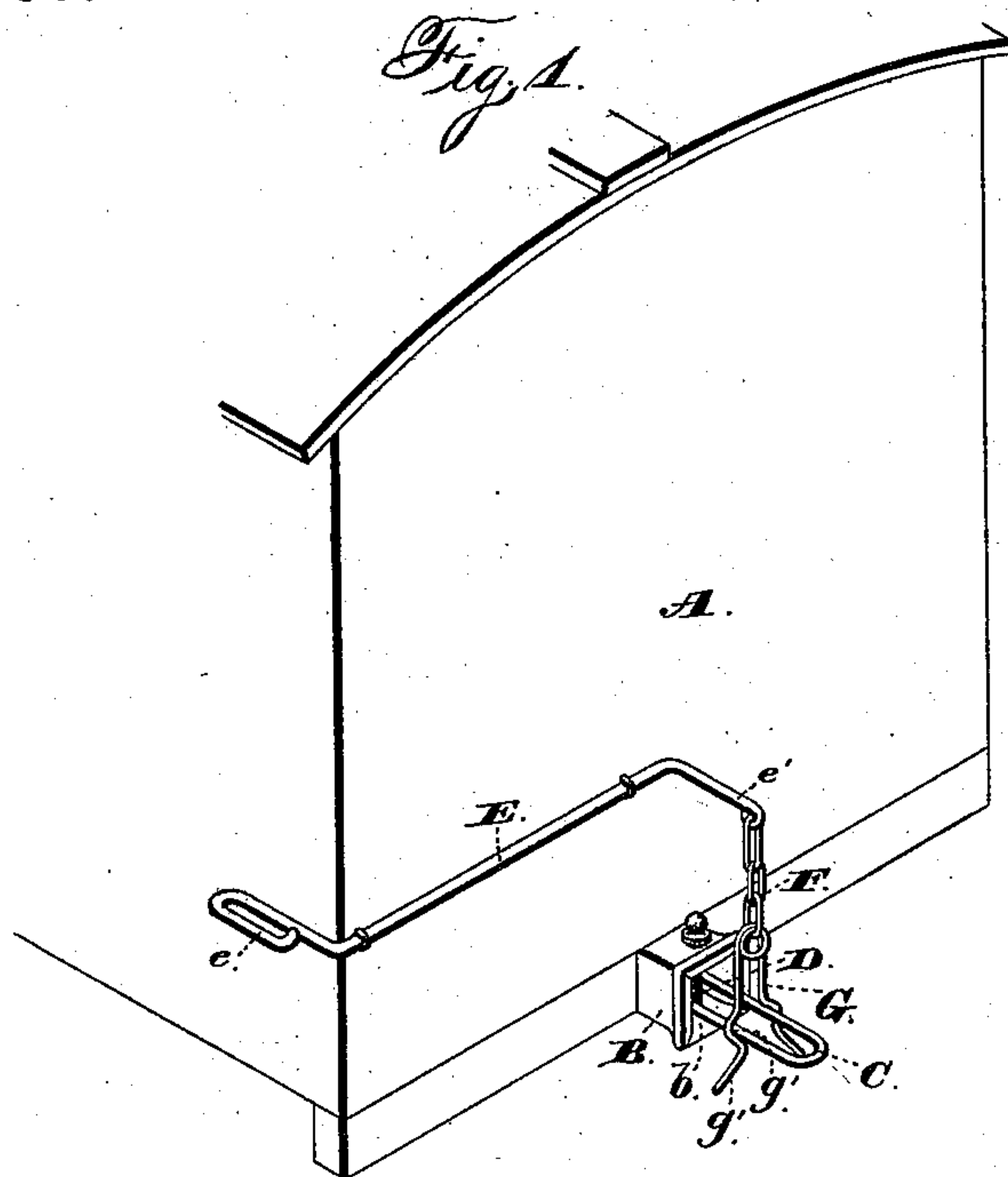
(No Model.)

A. D. STANSBURY.

CAR COUPLING.

No. 294,695.

Patented Mar. 4, 1884.



*Fig. 3.*



*Witnesses:*

*Jas. E. Hutchinson.*  
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# UNITED STATES PATENT OFFICE.

ALFRED D. STANSBURY, OF COLLIERS, WEST VIRGINIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 294,695, dated March 4, 1884.

Application filed December 5, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ALFRED D. STANSBURY, of Colliers, in the county of Brooke, and in the State of West Virginia, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of my improvement as applied to a car. Fig. 2 is a side elevation of the same, the full lines showing the positions of parts before the link is raised, and the dotted lines their relative positions when said link is in position for coupling; and Fig. 3 is a perspective view of the link-clamp separated from the other parts.

Letters of like name and kind refer to like parts in each of the figures.

The design of my invention is to enable the links ordinarily employed in connecting railway-cars to be raised to and held in position for coupling without danger to the operator; and to this end said invention consists, principally, as a means for raising a coupling-link to position for entry into an approaching draw-head, in a forked clamp adapted to engage with the sides of a link, in combination with means, substantially as described, whereby said clamp may be moved vertically by a person stationed at one side of the car, substantially as hereinafter specified.

It consists, further, in the construction and combination of parts of my apparatus, substantially as and for the purpose hereinafter shown.

In the annexed drawings, A represents a railway-car which at each end is provided with a draw-bar or coupling, B, that has a bell-mouth, *b*, for the reception of an ordinary link, C, which link is secured in engagement therewith by means of a pin, D, that passes vertically through said draw-head and link, all in the usual manner.

Journaled within suitable bearings at the end of the car A is a horizontal shaft or rod, E, which may extend across the entire end of said car, or only from one side to the trans-

verse center of said car end, as desired. The outer end of the rod E is provided with a handle, *e*, by means of which the same may be turned within its bearings; and at a point directly over the draw-head B is an arm, *e'*, which extends radially outward, and has attached to its end one end of a chain, F, while to the opposite end of said chain is attached a forked clamp, G, that is formed from a small metal rod. The clamp G has the ends *g* of its fork flared sharply outward and downward, and immediately above the same each fork has an outward, upward, and inward bend, *g'*, that has such dimensions as to enable it to engage with the side of a link, C. The distance between the said forks is such as to cause them, by inward pressure, to clasp said link firmly when placed between the same.

In use the clamp G is passed downward over the portion of a link, C, which projects beyond the draw-head B until the bends or notches *g'* are in engagement with its sides, after which, by turning the rod E, said clamp may be raised and the outer end of said link turned upward to and held at the height necessary to enable it to enter the opposite draw-head.

After the cars have been coupled, as described, the clamp G may, if desired, be disengaged from the link C by a sharp upward pull, or it may without injury be permitted to maintain such engagement.

This device furnishes a means whereby the dangers attendant upon the coupling of cars may be materially lessened, and the guiding of a link into engagement with a draw-head rendered perfectly safe and free from danger.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. As a means for raising a coupling-link to position for entry into an approaching draw-head, a forked clamp adapted to engage with the sides of a link, in combination with means, substantially as described, whereby said clamp may be moved vertically by a person stationed at one side of the car, substantially as specified.



2. In combination with a car, A, provided  
with a draw-head, B, the rod E, journaled  
upon said car, and provided with the handle  
e and arm e', the chain F, and the clamp G,  
5 having within its forks the notches g', for en-  
gagement with the sides of a link, C, substan-  
tially as and for the purpose shown.

In testimony that I claim the foregoing I  
have hereunto set my hand this 26th day of  
November, 1883.

ALFRED D. STANSBURY.

Witnesses:

J. S. CAMPBELL,

ALBERT HUNTER.