

(No Model.)

C. K. CORDREY.

LOCOMOTIVE DRAW BAR LIFTER.

No. 299,114.

Patented May 27, 1884.

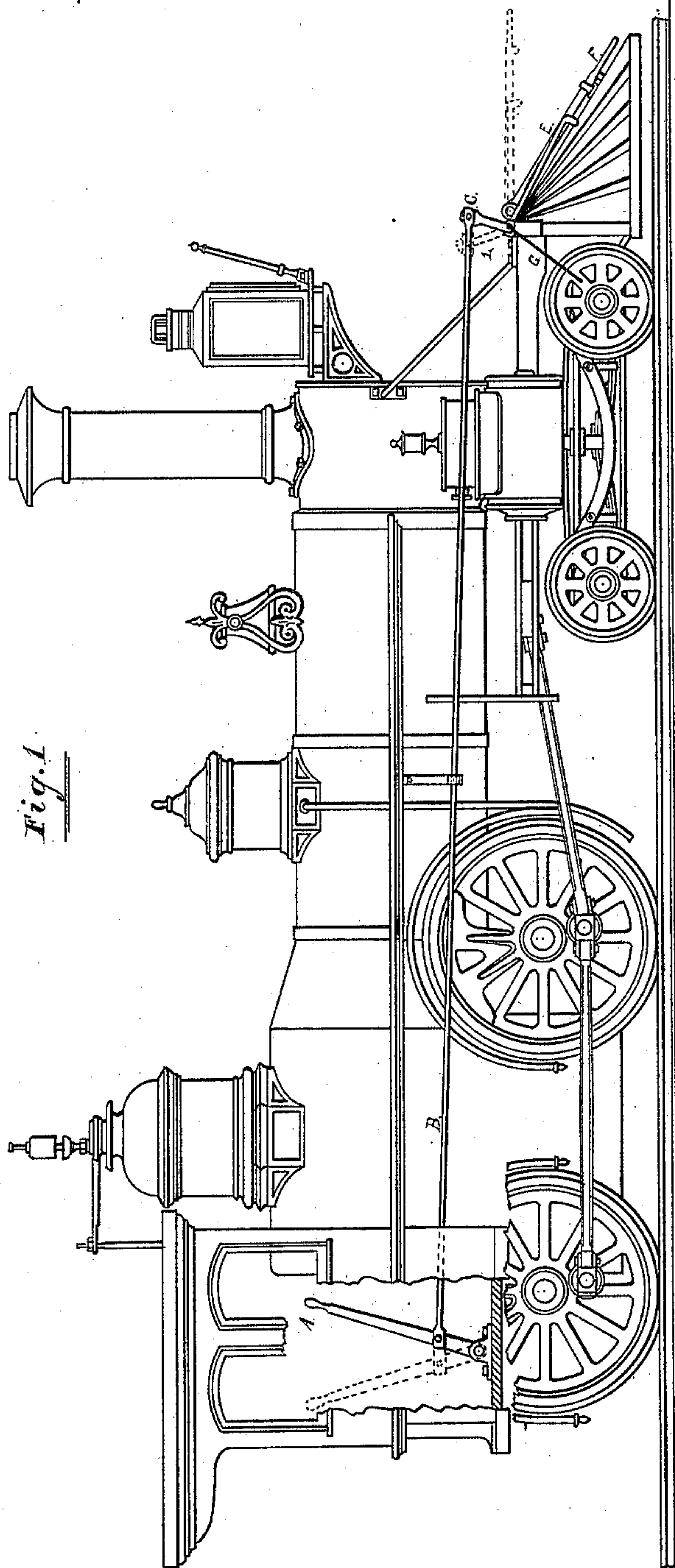


Fig. 1

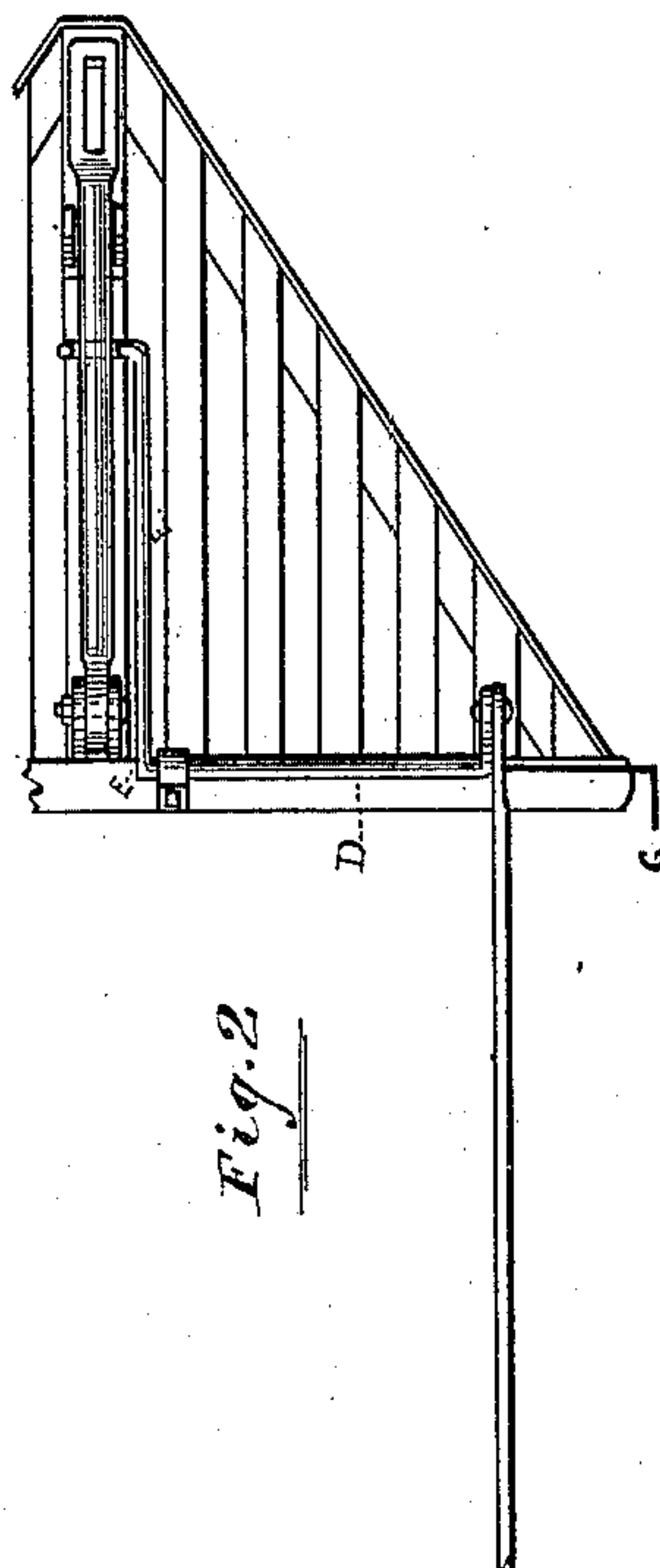


Fig. 2

Witnesses,
H. C. Frankfurter
W. S. Baker

Inventor,
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UNITED STATES PATENT OFFICE.

CHARLES K. CORDREY, OF BELLEFONTAINE, OHIO.

LOCOMOTIVE DRAW-BAR LIFTER.

SPECIFICATION forming part of Letters Patent No. 299,114, dated May 27, 1884.

Application filed August 6, 1883. (No model.)

To all whom it may concern:

Be it known that I, CHAS. K. CORDREY, a citizen of the United States, and a resident of Bellefontaine, in the county of Logan and State of Ohio, have invented a new and useful Locomotive Draw-Bar Lifter, of which the following is a specification.

My invention is for a locomotive draw-bar lifter, and is intended to enable the engineer or fireman to raise the draw-bar from the cab when coupling the locomotive to a car. In cases where the party in the cab cannot conveniently see the draw-head to be coupled to, he can be guided by the motion of the hands of a brakeman who is near to place the pin. In some cases I place the pin in the hole in the top of the draw-head, so that the jar or shock of the train will dislodge it and cause it to lock the draw-bar in position, instead of having the brakeman step in.

Figure 1 is a side view of a locomotive, showing my lifter attached. Fig. 2 is a top view of part of the pilot with the lifting device and draw-bar.

A is the handle, through which the fireman or engineer standing in the cab can operate the device or lift the draw-bar, as desired; B, the connecting-rod; C, crank; D, revolving rod; E, lever which raises the coupling or draw bar; F, draw-bar.

In operating my device the pin of the car to be coupled is set in proper position, with its

point in the pin-hole. The engineer then, (in the cab,) as the locomotive approaches, by the movement of the handle A, raises the draw-bar to the proper height, and when the draw-bar enters the draw-head the shock dislodges the pin, which drops down through the slot in the draw-bar and couples.

In practice I continue the revolving rod D out to the side of the pilot and attach a handle some two feet long, which drops down along the side of the pilot, forming a crank-handle. Should it be desirable at any time to couple from the ground, the brakeman can take hold of this handle and raise the coupling-bar to the proper height while walking alongside of the locomotive.

What I claim is—

1. The combination, with the coupling-bar of a locomotive, of the lever E, revolving rod D, crank C, connecting-rod B, and handle A, as and for the purpose set forth.

2. The combination, with the coupling-bar of a locomotive, of the lever E and revolving rod D, having a crank-handle, G, convenient for operation by the brakemen when on the ground alongside the pilot, substantially as set forth.

CHAS. K. CORDREY.

Witnesses:

JACOB STOUGH,
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