

(No Model.)

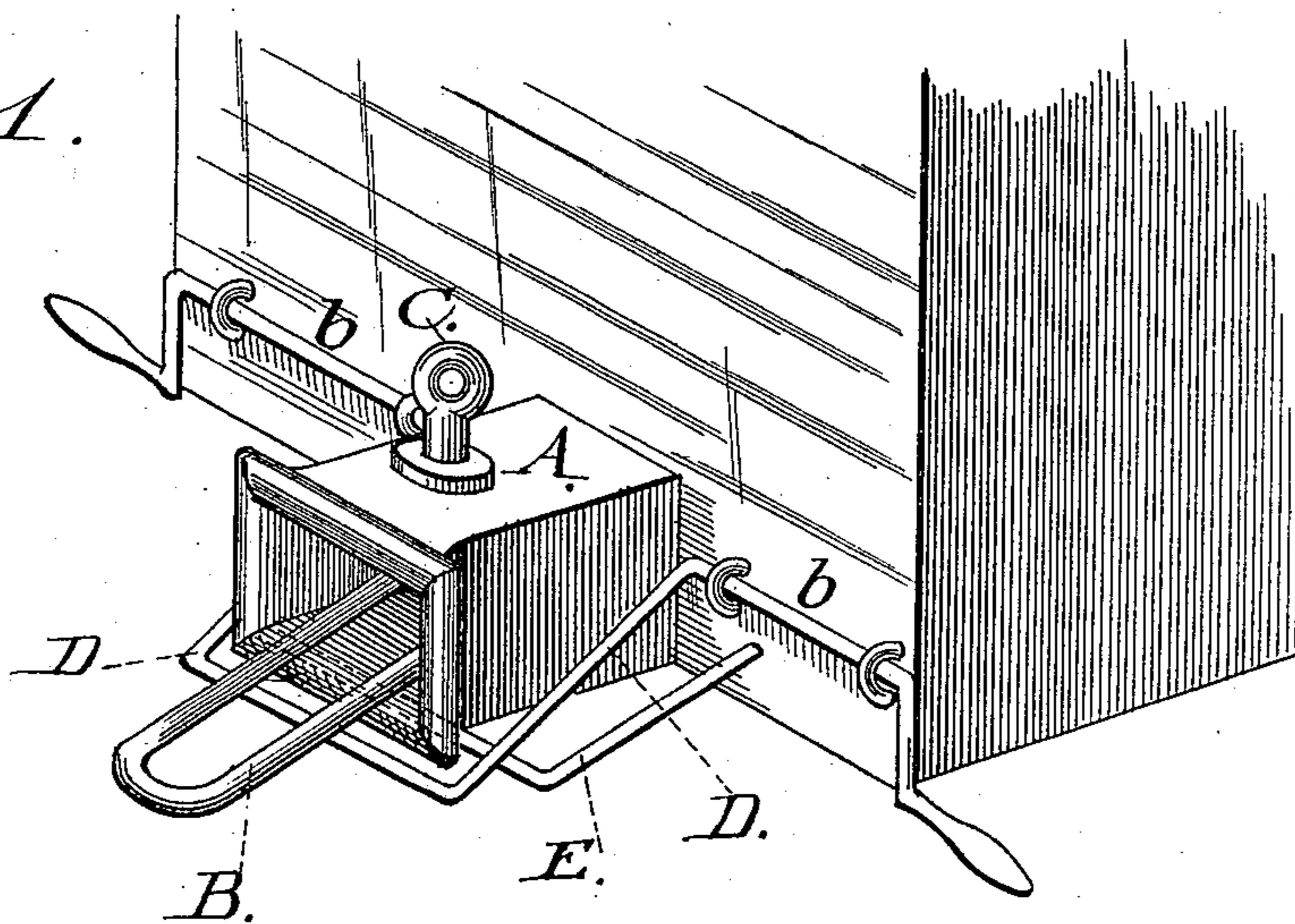
A. E. STEARMAN.

CAR COUPLING.

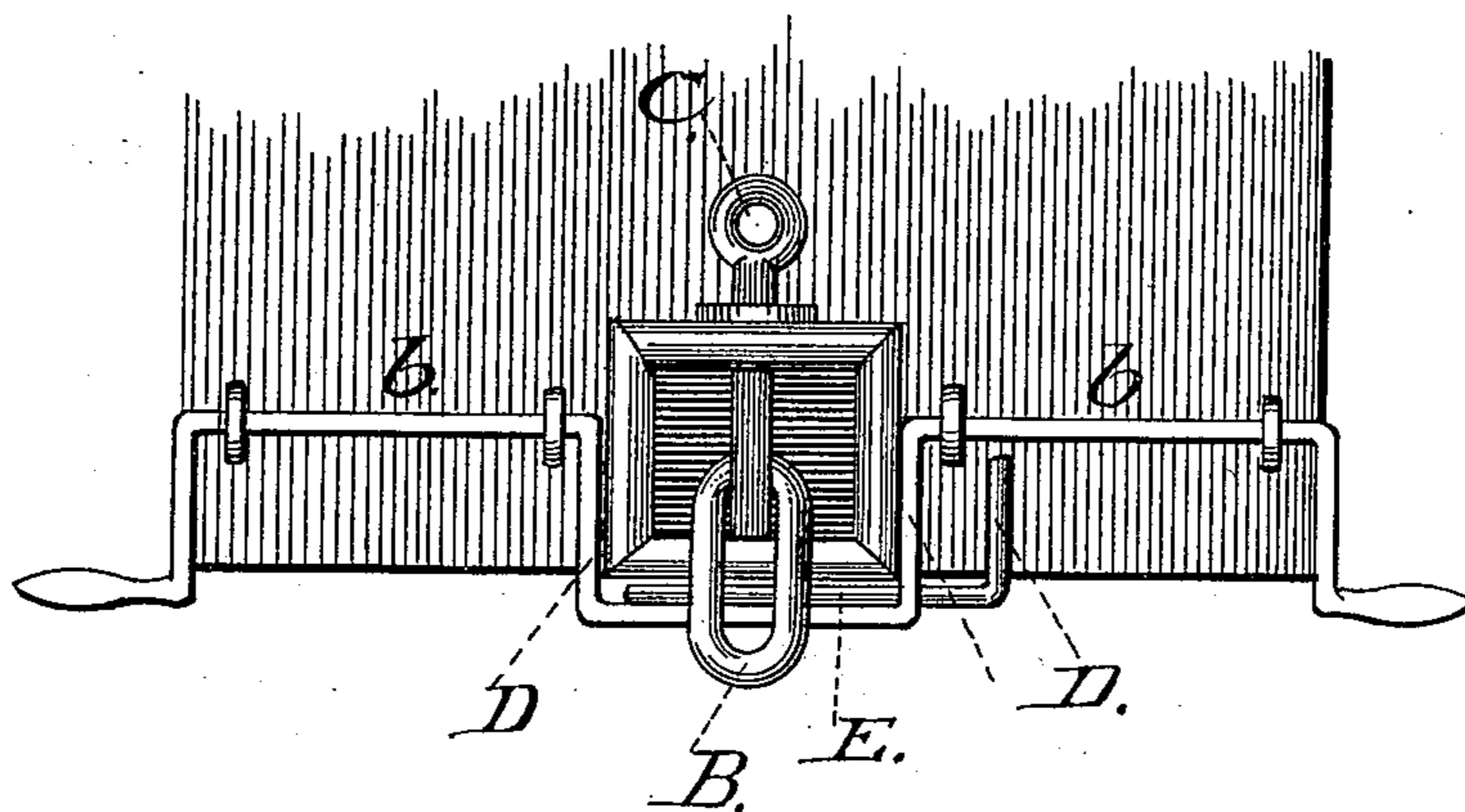
No. 300,916.

Patented June 24, 1884.

*Fig. 1.*



*Fig. 2.*



*Witnesses;*

*S. Walter Fowler.*  
*H. B. Applewhite.*

*Inventor;*

*Archibald E. Stearman*

*Per Atty.*

*A. H. Evans & Co.*

# UNITED STATES PATENT OFFICE.

ARCHABLE E. STEARMAN, OF VICHY, MISSOURI, ASSIGNOR OF ONE-HALF  
TO MARTIN GLENN, OF MARIES COUNTY, MISSOURI.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 300,916, dated June 24, 1884.

Application filed May 2, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, ARCHABLE E. STEARMAN, a citizen of the United States, residing at Vichy, in the county of Maries and State of Missouri, have invented certain new and useful Improvements in Devices for Adjusting Coupling-Links for Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of a draw-head with my improvements attached. Fig. 2 is a front view of the same.

My invention relates to a simple device adapted to be attached to railway-cars, whereby the coupling-link is adjusted to enter the draw-heads of cars of different heights; and my invention consists of the novel arrangement, construction, and combination of devices to be hereinafter more fully set forth.

Heretofore various devices have been constructed with a view to adjusting the coupling-links as before stated; but the complicated nature of most of these devices and the expense that necessarily attends the placing of such devices on the cars now in use have been objectionable. To overcome these difficulties I have constructed a simple device which can be applied to the cars now in general use at a trifling cost, and it is so arranged that the link is readily adjusted from the outside of the cars.

To enable others skilled in the art to make and use my invention, I will proceed to describe the exact manner in which I have carried it out.

In the said drawings, A represents a draw-head, B the coupling-link, and C the coupling-pin, all of which may be constructed in any well-known manner.

Secured to the front of the car by eyebolts or other well-known means is my improved link-adjusting device D, which is preferably made of heavy wire. At the center this adjusting device is bent outward, as at *a*, so as to conform to the size and shape of the draw-

head, a short distance beyond which it projects. At *b*, on each side of the draw-head, is a straight portion, the ends of which pass through eyebolts or staples, as before referred to, and by means of which the device has a vertical movement, and is secured to the car. The ends of the wire, after passing through the said eyebolts, are bent or otherwise formed with cranks or handles C, by means of which the operator, from the outside of the car, readily adjusts and guides the link into the draw-head of an approaching car; and from the construction shown and above described it will be seen that the device is formed in one continuous piece of metal, and from its peculiar construction it can be placed upon any car at a trifling cost and at the expense of a few minutes' labor.

Beneath the draw-head, and secured in the body of the car, I place an L-shaped stop, E, made preferably of wire, and so arranged that its forward end arrests the downward movement of the link-adjusting device under which the forward end of the wire which forms the stop is passed, as shown in Fig. 1.

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

1. In combination with the draw-head of a railway-car, the herein-described link-adjusting device, consisting, preferably, of heavy wire provided with the bends *a*, *b*, and *c*, and the means described for supporting the said device, all arranged to operate substantially as herein set forth.

2. In combination with the draw-head of a railway-car, the herein-described adjusting device, composed of a single piece of heavy wire and the L-shaped stop E, all constructed of a single piece of heavy wire, all arranged to operate substantially as and for the purposes specified.

ARCHABLE E. STEARMAN.

Witnesses:

JOHN GLENN,  
F. M. GLENN.