

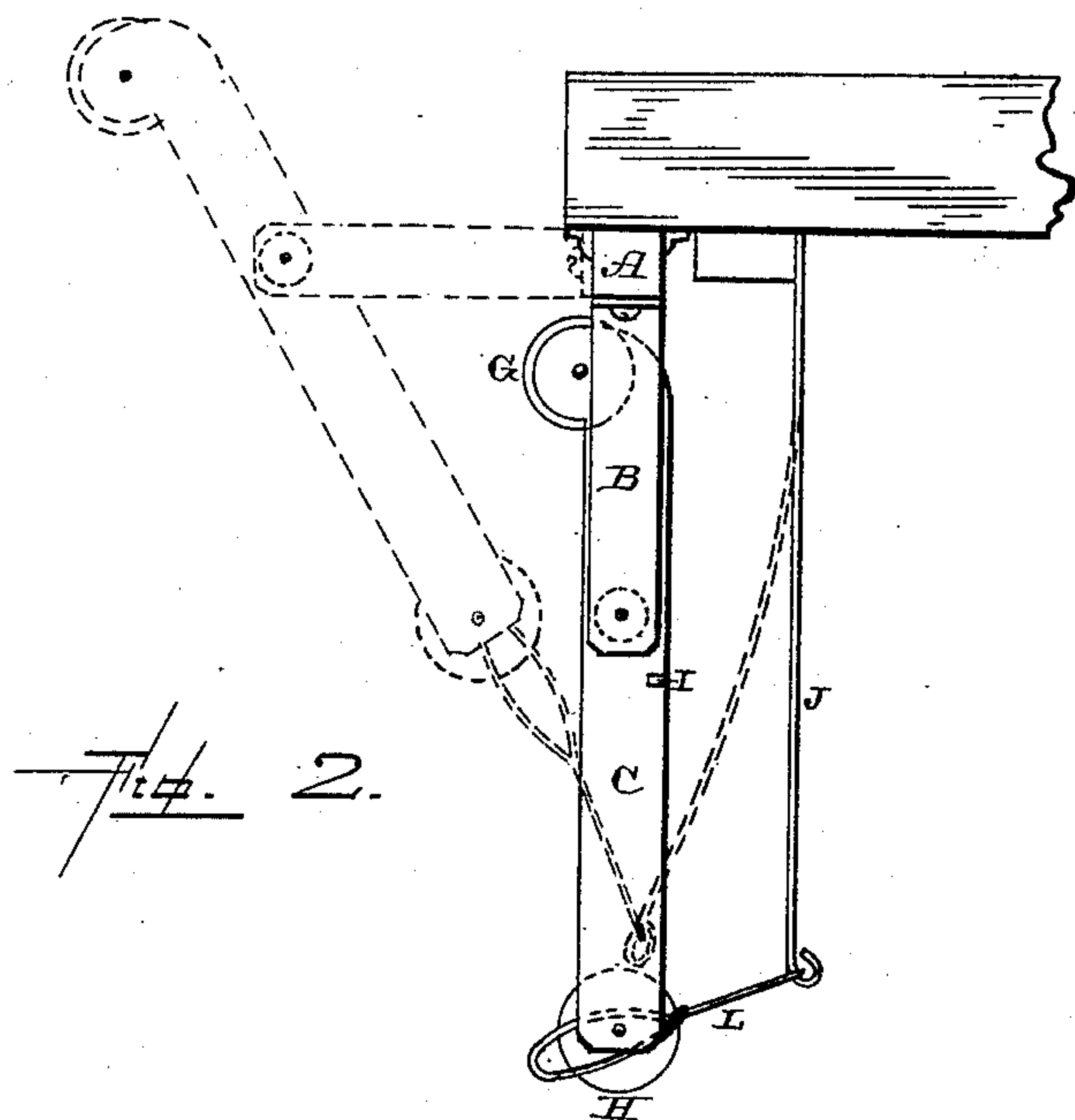
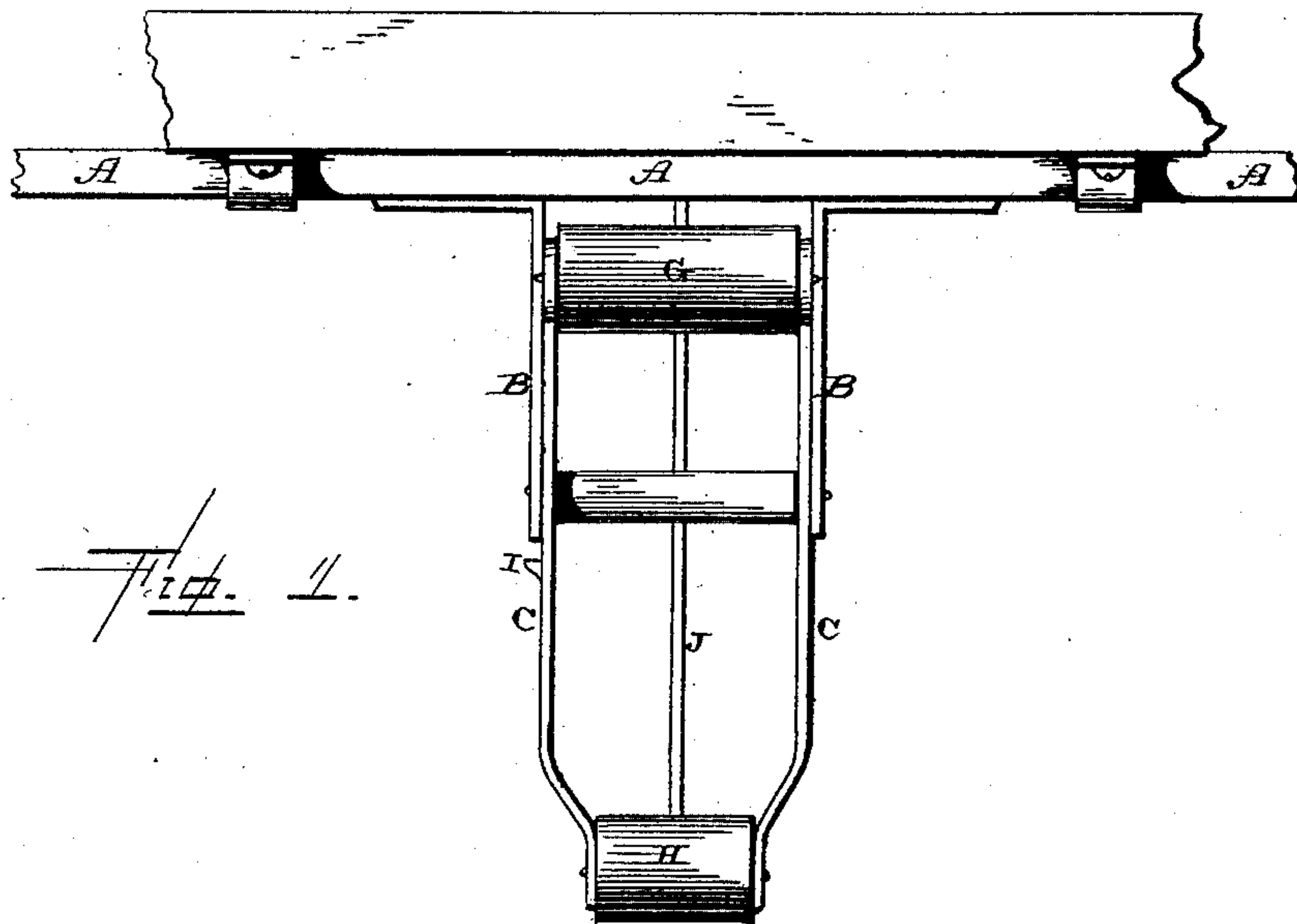
(No Model.)

J. H. HUBER.

LINK LIFTER FOR CAR COUPLINGS.

No. 354,476.

Patented Dec. 14, 1886.



WITNESSES.

Louis T. Gardner  
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att'y

# UNITED STATES PATENT OFFICE.

JOSEPH H. HUBER, OF GREENSBURG, PENNSYLVANIA.

## LINK-LIFTER FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 354,476, dated December 14, 1886.

Application filed October 12, 1886. Serial No. 216,045. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH H. HUBER, of Greensburg, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful improvements in Link-Lifters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in link-lifters; and it consists in the combination of a shaft which is journaled under the draw-head, and which is provided with arms which extend downward, with a link-lifter which is pivoted between the two arms, and which is provided with a roller or other device at its top to catch under the link, and with a weight in its lower end to assist in returning the lifter to position, a spring which projects down under the car, and to which the lower end of the link-lifter is connected, for the purpose of assisting to draw the lifter back into position as soon as it is released.

The object of my invention is to provide a cheap and simple device in connection with each coupling-head, whereby the links can be supported in any desired position for the purpose of coupling with another draw-head without having the brakeman go between the cars, and thus risk life and limb.

Figure 1 is a front elevation of a link-lifter embodying my invention. Fig. 2 is a side elevation of the same.

A represents a shaft, which is long enough to project beyond the dead-wood on each side of the car, and which is journaled in suitable supports under the draw-head. Secured rigidly to this shaft are the two arms B, between the lower ends of which is coupled the link-lifter C. These arms B are of such a length when turned outward that they will carry the outer end of the link-lifter up beyond the outer end of the coupling-head, so as to bear against the under side of the link for the purpose of raising it upward.

This link-lifter consists of two vertical side pieces, which have journaled between their

upper ends the roller G, which catches against the under side of the link and raises it into the desired position, and the weight H, which is secured between their lower ends. This weight serves to always cause the lifter to hang in a vertical position, and to assist in drawing the lifter back out of the way as soon as it is released. Formed upon the side of the lifter is a suitable stop, I, which catches against the rear edge of one of the arms B, and thus prevents the lifter from being moved out of a vertical position. Secured to the under side of the car at any suitable point is a spring, J, which projects downward a suitable distance, and which has its lower end connected by means of a cord, wire, or chain, L, with the lower end of the lifter. This spring is placed in such a position that as the lifter is raised to lift the link ready for coupling a tension is brought upon the spring, so that as soon as the lifter is released the tension of the spring will assist in drawing the lifter back to position again at once. The brakeman has only to keep the link in position for coupling until its end has passed within the approaching draw-head and then release the handle upon the end of the shaft, when the lifter instantly drops back out of the way, both from the weight upon its lower end and the tension of the spring.

Having thus described my invention, I claim—

1. The combination of the shaft which is journaled below the draw-head and provided with arms B, the lifter C, journaled between the arms B and provided with a roller at one end and a weight at the other, a spring, and a coupling for connecting the lower end of the lifter and the spring together, substantially as described.

2. The combination of the shaft journaled under the draw-head, the arms B, rigidly secured thereto, the lifter C, provided with a stop, the spring, and a connection between the spring and the lifter, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOSEPH H. HUBER.

Witnesses:

W. A. KEENER,

HUGH W. WALKINSHAW.