

(No Model.)

C. M. SHUPE.

CAR COUPLING.

No. 376,213.

Patented Jan. 10, 1888.

Fig. 1.

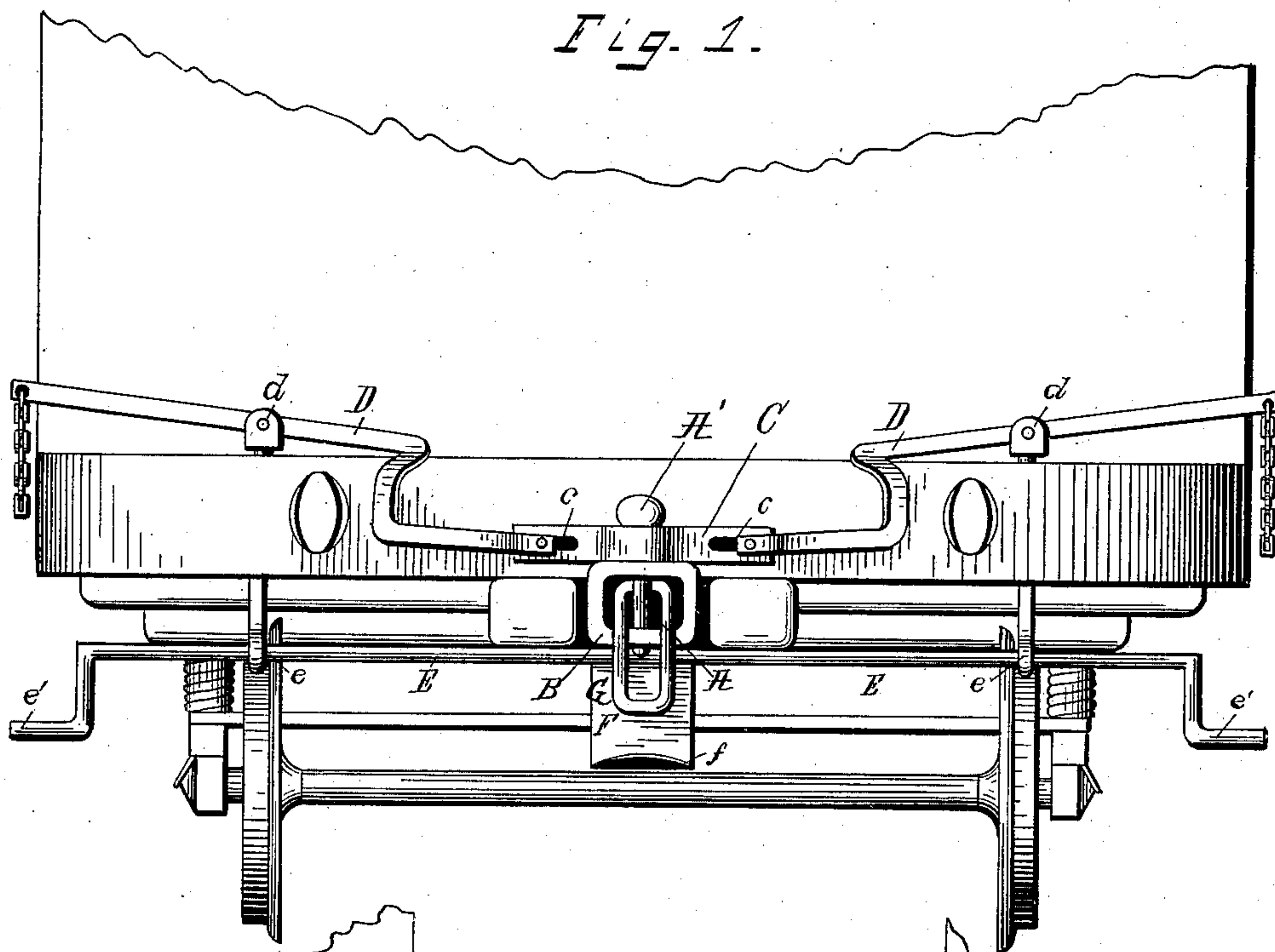


Fig. 2.

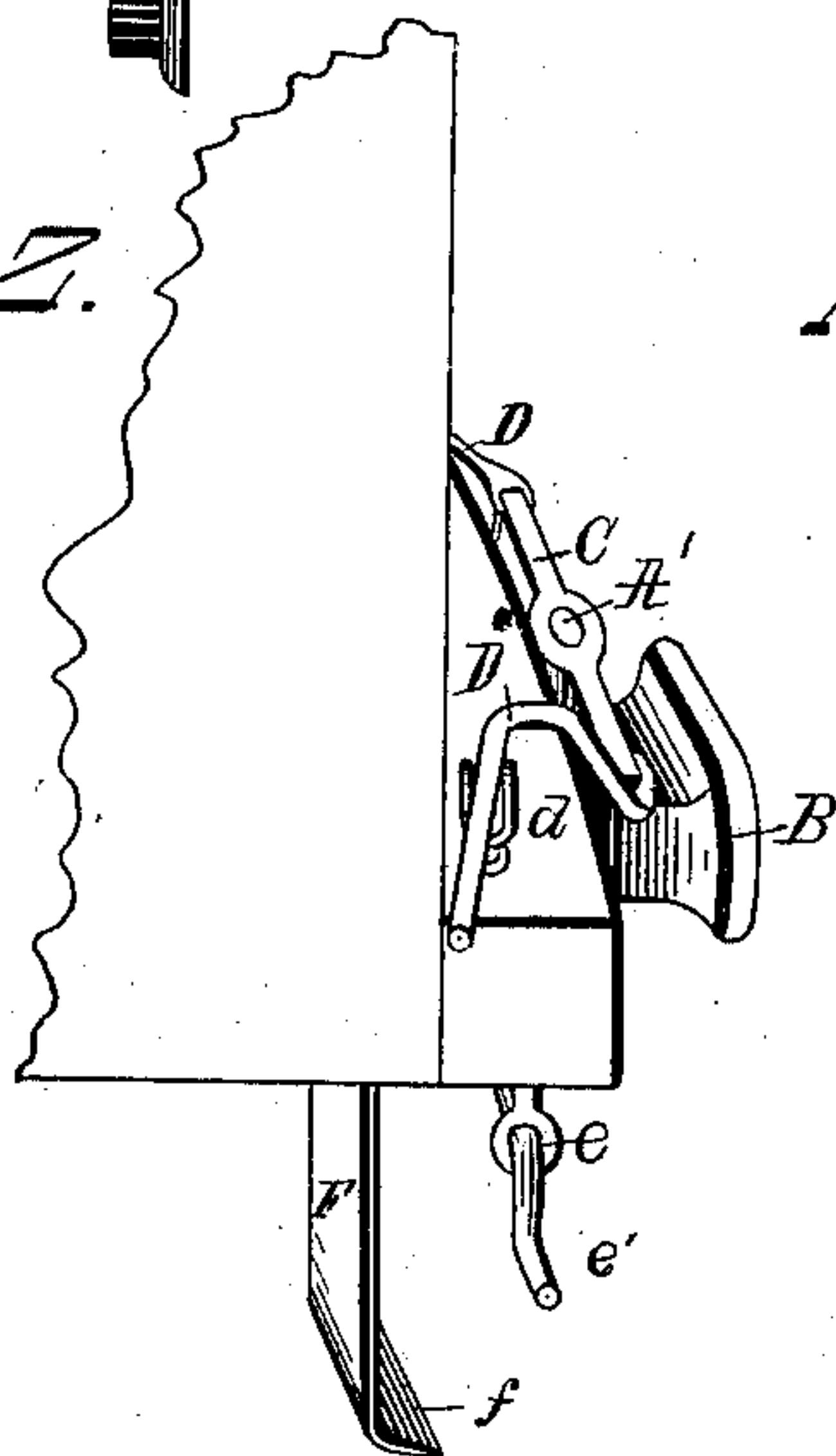
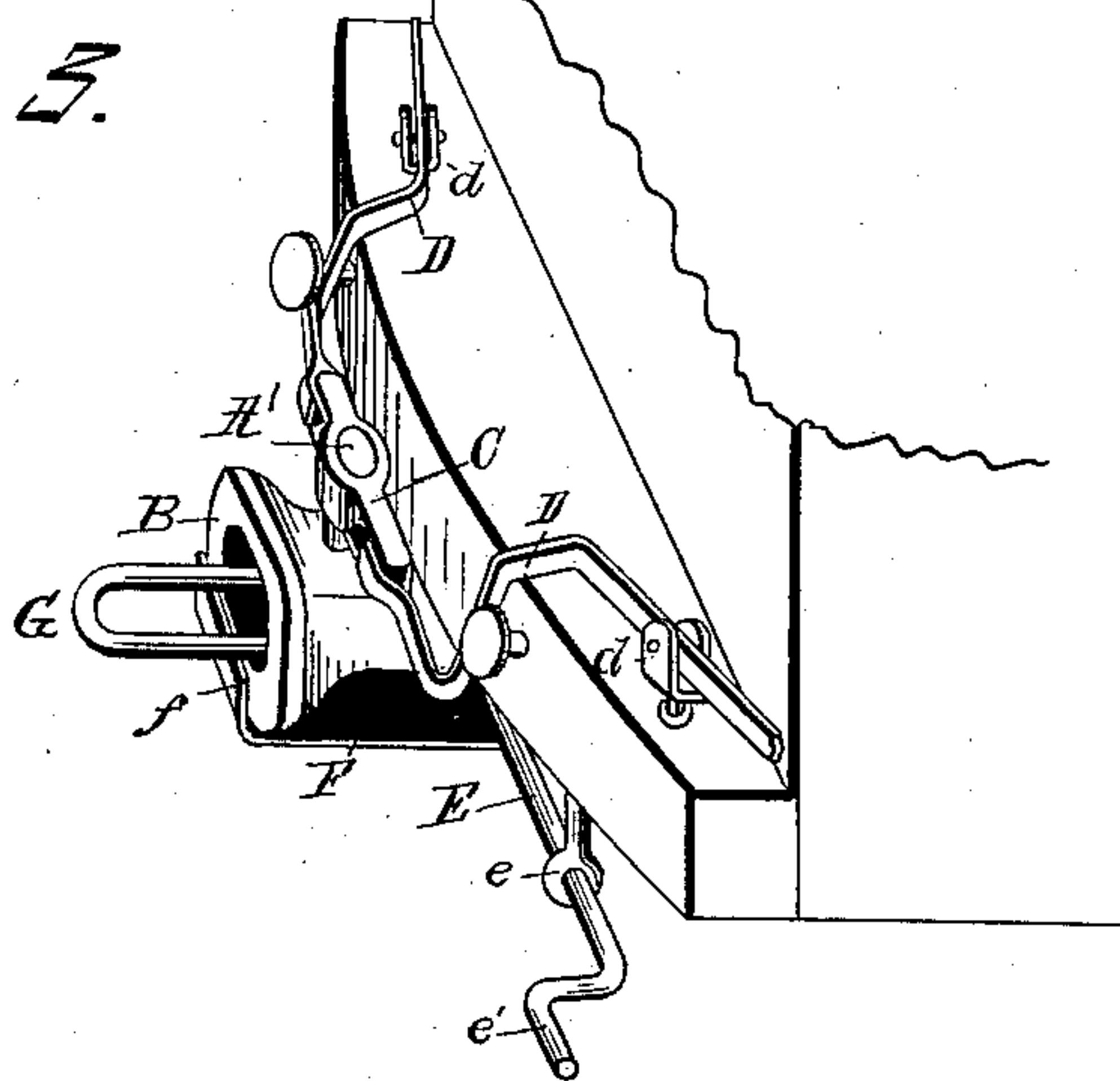


Fig. 3.



Witnesses.

Wm. F. Brereton  
J. B. Johnson

Inventor.

Clinton M. Shupe.  
By J. P. Tallmadge  
Att'y.

# UNITED STATES PATENT OFFICE.

CLINTON M. SHUPE, OF AMANDA, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 376,213, dated January 10, 1888.

Application filed June 21, 1887. Serial No. 242,018. (No model.)

*To all whom it may concern:*

Be it known that I, CLINTON M. SHUPE, a citizen of the United States, residing at Amanda, in the county of Fairfield and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; 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 ap-  
10 pertains to make and use the same.

My invention is an improvement in car-couplings; and my said invention consists in certain details of construction and arrangement of the parts, whereby the ordinary coupling pin and link as now in use may be manipulated without the attendant entering between the cars to effect the coupling and uncoupling of the same.

In the drawings, Figure 1 represents an end elevation of a railroad-car supplied with a pin-lifter and link-guide according to my invention. Fig. 2 represents a perspective view of a portion of the same, showing the link-guide as in its depended position; and Fig. 3 is a similar view with the guide as elevated and with the link supported thereby.

The object of this invention is, while still continuing the use of the old and most commonly used form of coupling—viz., the link and pin—to so arrange the same, and without alteration of the parts, that the cars may be coupled and uncoupled from the outside of the cars, and to accomplish which I proceed as follows: Beneath the head of the ordinary coupling-pin, A, and resting upon the top of the draw-head B, is a bar or plate, C, having a hole for the insertion of said pin, and formed at each end with slots *c*, within which slots is pivoted the inner end of a bent lever, D, whose pivot-bearing is at *d* upon the platform of the car, and which lever extends to the outside of the car, whereby the same may be operated. A simple pressure upon the outer end of the

lever D acts upon the bar C and causes the elevation of the pin A, the head A' of which rests upon said bar.

To guide the link G in place, a bar or shaft, E, is secured by bearings *e* transversely across and beneath the front edge of the car and beneath the draw-head B. This bar is provided at each end with a crank-arm, *e'*, and at its center, and immediately beneath the draw-head, is a flat plate, F, whose outer end is bent at an angle, as at *f*. When, therefore, it is desired to guide the link to its place within the draw-head, by operating the crank *e'*, the plate F is raised and, by the engagement of its end *f* beneath the link G, properly directs said link to its place.

As will be observed, these devices may be applied without in any way altering the coupling or draw-head, and they can be quickly removed. Because of the lever D bending or curving over upon the platform of the car, the same may be operated by the foot while standing upon said platform.

I claim—

In a car-coupling, the combination, with the pin A, draw-head B, and link G, of the usual form, of the straight bar C, formed with slots *c* at its ends, and central hole to receive the pin A, and adapted to rest upon the top of the draw-head, and levers D, pivoted upon the top of the car-platform, then bent outward at right angles and over the end thereof and pivotally connected to the slotted ends of the bar C, as described and shown, and adapted for use in connection with a link-lifter and guide composed of a crank-bar, E, *e'*, and plate F, with angle end *f*, all constructed and arranged as and for the purposes specified.

CLINTON M. SHUPE.

In presence of—

G. A. KRAEMER,  
J. S. SILES.