

(No Model.)

R. GUNN.

DEVICE FOR OPERATING CAR COUPLING PINS.

No. 407,070.

Patented July 16, 1889.

Fig.1.

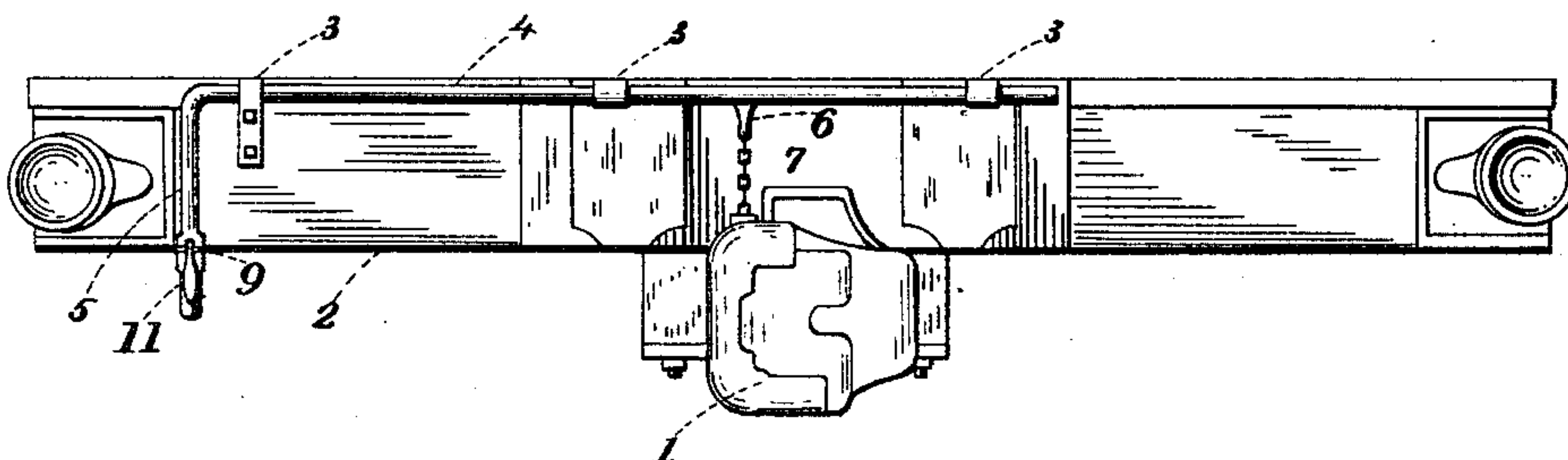


Fig.2.

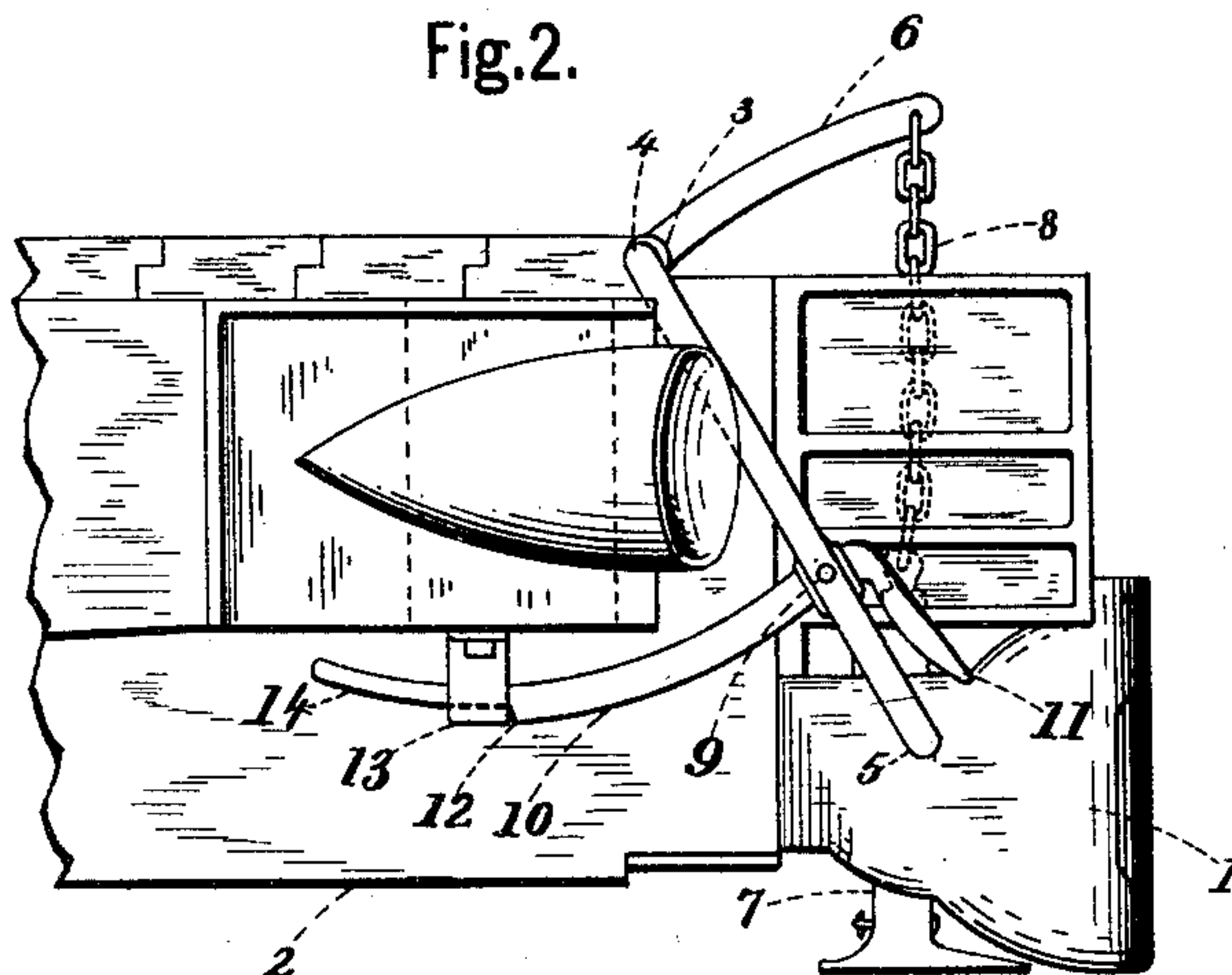
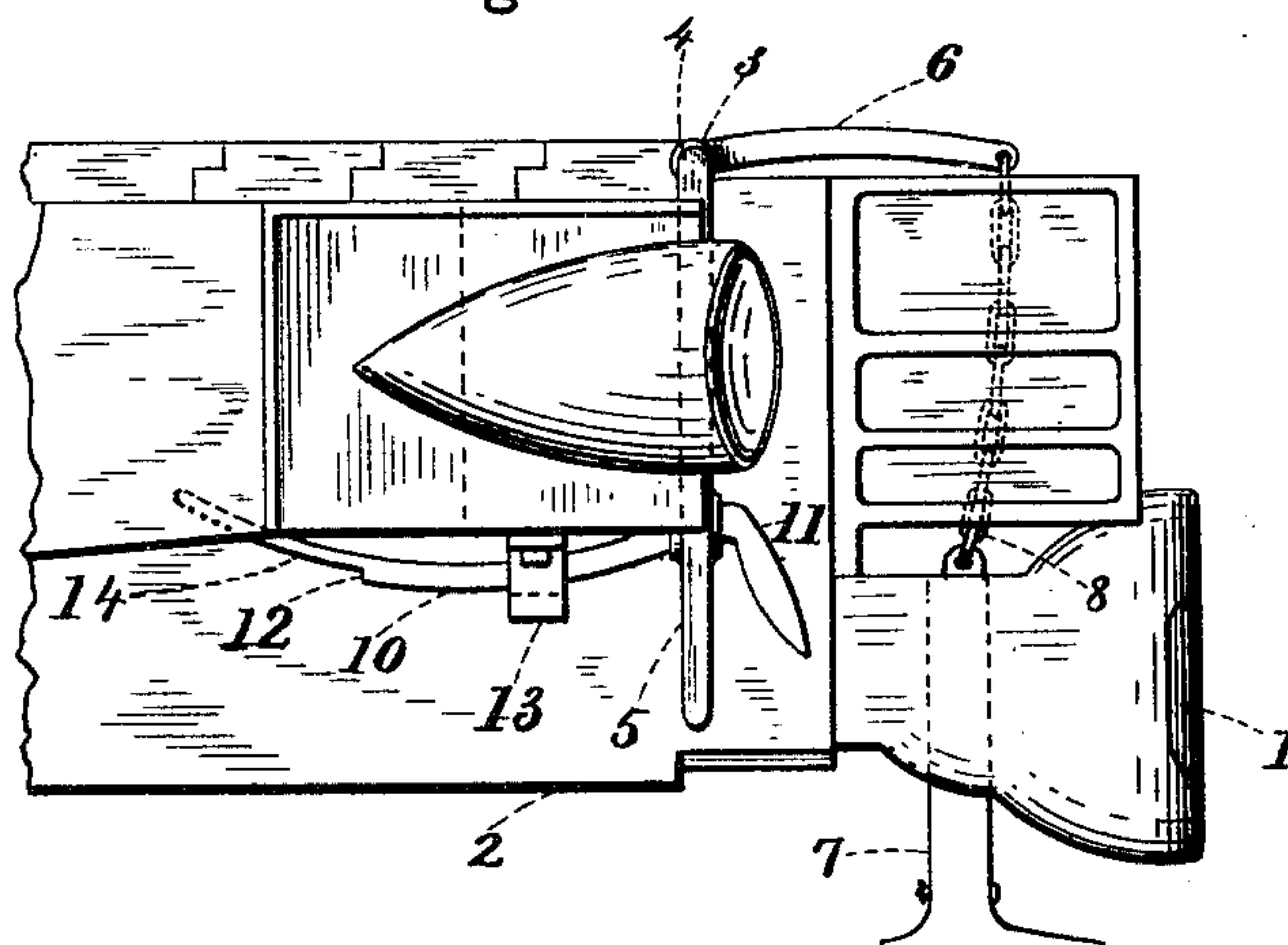


Fig.3.



Witnesses

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# UNITED STATES PATENT OFFICE.

ROBERT GUNN, OF BUFFALO, NEW YORK.

## DEVICE FOR OPERATING CAR-COUPLING PINS.

SPECIFICATION forming part of Letters Patent No. 407,070, dated July 16, 1889.

Application filed May 1, 1889. Serial No. 309,170. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT GUNN, a citizen of the United States, residing in Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Devices for Operating the Locking-Pin of a Car-Coupling, of which the following is a specification.

The object of my invention is to provide a convenient and effective means for raising, holding, and lowering the locking-pin in that class of car-couplings known as the "Janney coupling" or other couplings that require the pin to be raised and held in its elevated position until it becomes necessary to drop it, all of which will be fully and clearly hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a front elevation showing a portion of the end of a car and my improved device connected with it. Fig. 2 is a side elevation of a portion of the front end of a car, showing the device in position for holding the pin up. Fig. 3 represents a similar view showing the position of the several parts when the pin is down.

The coupling and draw-head 1 is made in any well-known way and of the usual material; consequently a further description of this portion of the device is not required here. To the end 2 of a car is mounted in bearings 3 an iron bar 4, adapted to turn easily in said bearings. At one end of the bar 4 is secured in any well-known way, or formed in one piece with it, as shown, a handle 5, located at or near the side of the car, so as to avoid the necessity of going between the cars to operate it.

Projecting out from the bar 4 is an arm 6, connected with the locking-pin 7 by means of a chain 8, and through the handle 5 is an opening through which is passed and pivoted by a pin 9 a curved bar 10, having a handle 11 at its forward end and a reduced portion

14, having a shoulder 12, at its opposite end. This curved bar 10 passes through a supporting guide-piece 13.

With the class of car-couplings above mentioned during the operation of uncoupling a car it is necessary that the locking-pin should be raised up and held in its upward position until the uncoupling is effected. The object of my invention is to do this without the necessity of holding it up by hand, and the operation is as follows: While holding the pin 7 up the handle 5 is drawn forward, as shown in Fig. 2, which operation allows the pivoted bar 10 to drop down until the reduced portion 14 rests on the bottom of the opening through the supporting guide-piece 13 and the shoulder 12 rests against the lower side of the guide-piece 13. In this position the coupling or locking pin is kept securely in its upward position until released by grasping the handles 5 and 11 by the hand and drawing them together, so as to raise the curved bar 10 and lift its shoulder 12 out of engagement with the side of the guide-piece 13. The handle 5 may now be pushed forward into the position shown in Fig. 2, thereby dropping the locking-pin, as there shown.

I claim as my invention—

A device for operating the locking-pin of a car-coupling, consisting of a bar 4, mounted in bearings at the end of a car and provided with a handle and an arm 6, in combination with a curved bar 10, pivoted to the handle 5, and provided with a handle 11 at its forward end and a shoulder at its opposite end, a guide-piece for the curved bar to operate through, and a chain connecting with the arm 6 and the locking-pin of a car-coupling, substantially as described.

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Witnesses:

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