

(No Model.)

F. H. FISHER.
LINK LIFTER FOR CAR COUPLINGS.

No. 440,350.

Patented Nov. 11, 1890.

Fig. 1.

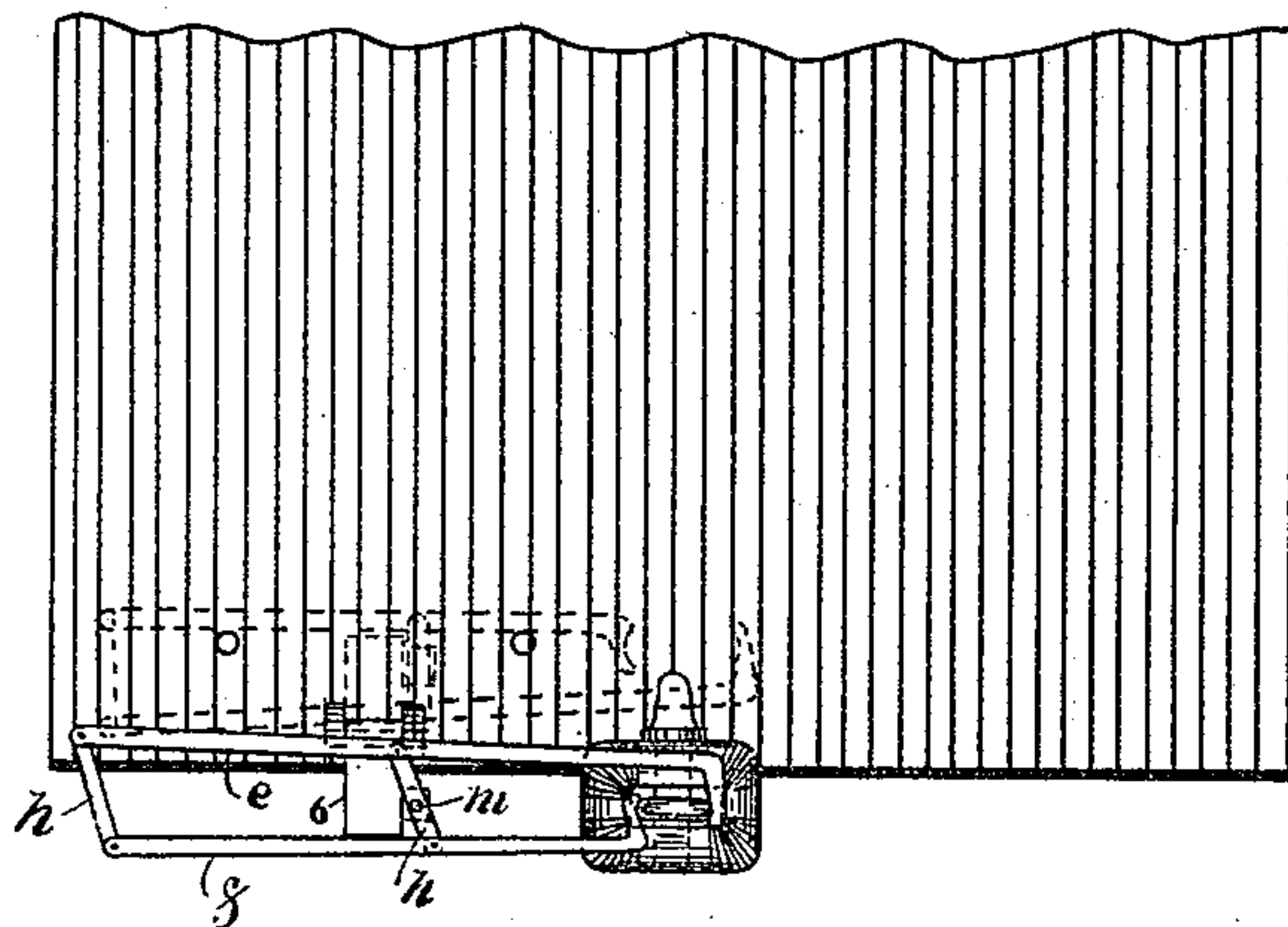


Fig. 2.

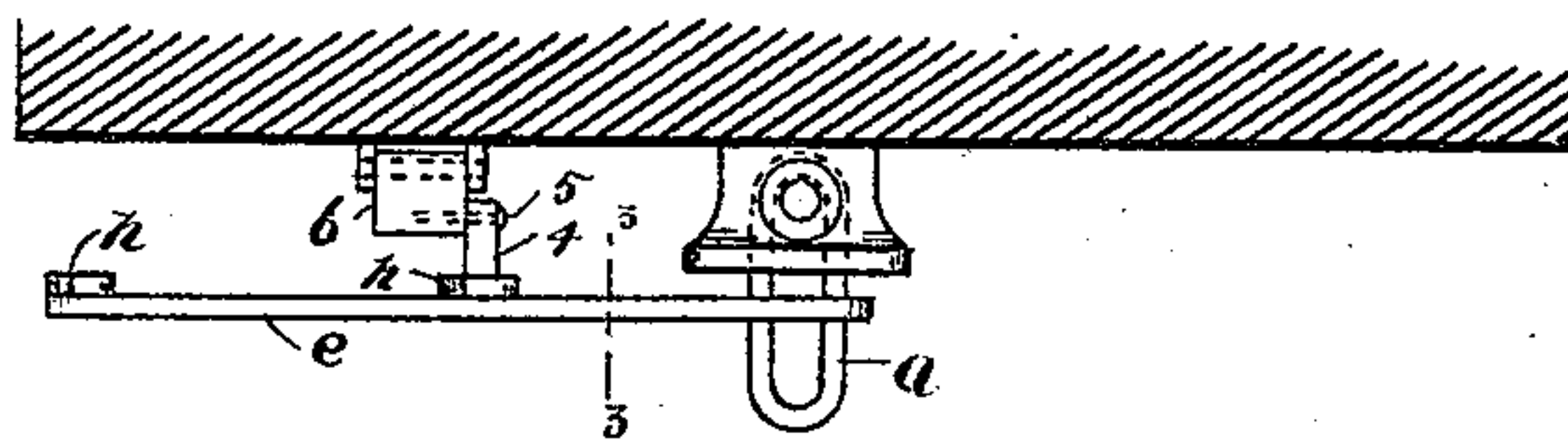
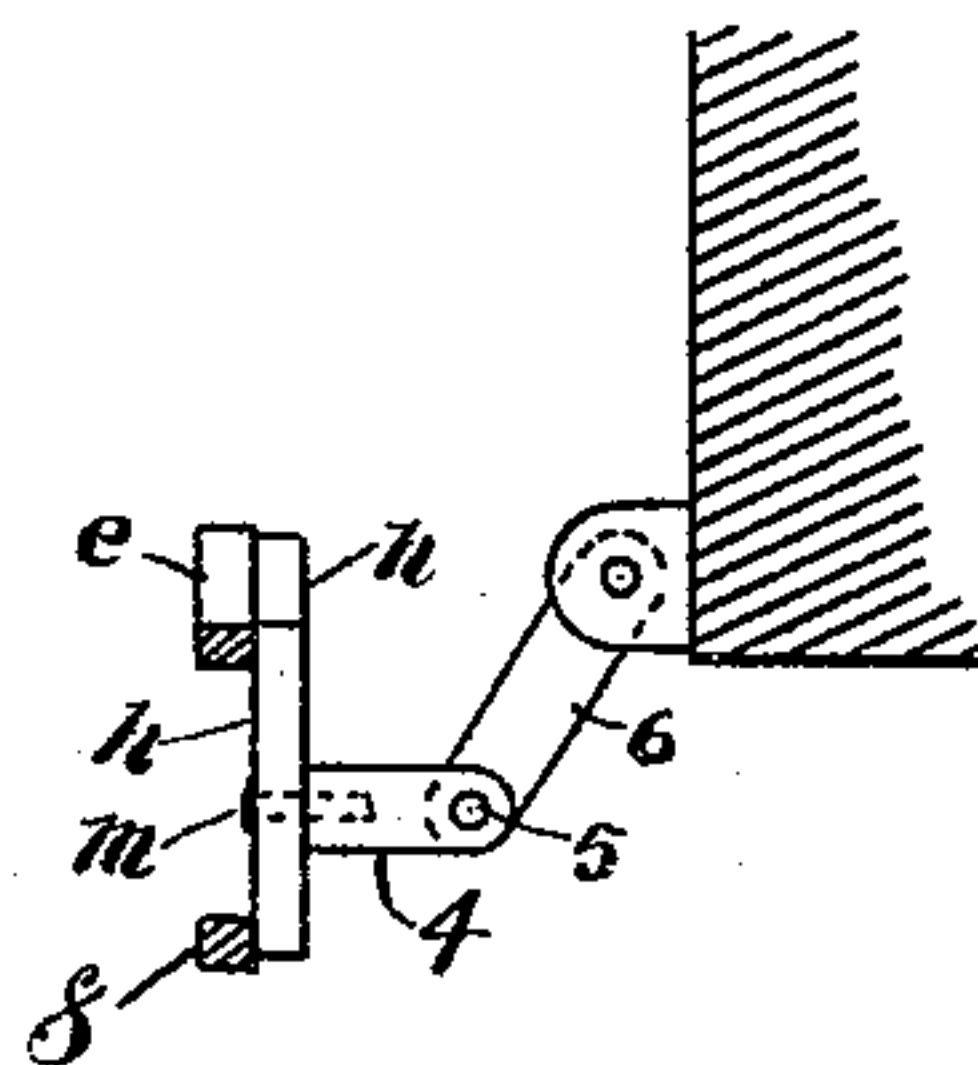


Fig. 3.



WITNESSES:

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LINK-LIFTER FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 440,350, dated November 11, 1890.

Application filed July 19, 1890. Serial No. 359,244. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS H. FISHER, of Lynn, in the county of Essex and Commonwealth of Massachusetts, have invented certain Improvements in Car-Coupler Manipulators, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to mechanism for manipulating car-couplings, and has for its object to provide a mechanical device by which the ordinary coupling-link commonly used for coupling cars together may be manipulated by a person standing off at one side of the car.

In the accompanying drawings, Figure 1 is a side elevation of my invention represented in connection with a railroad-car and supporting the coupling-link ready for the coupling operation. Fig. 2 is a plan of Fig. 1. Fig. 3 is a sectional elevation on line 3 3 of Fig. 2.

The coupling-link *a* is supported between the coupling jaw-levers *e f*, which are provided with arms extended sufficiently to reach beyond the end face of the car while supporting the coupling-link, as shown in Fig. 1. Said levers permit endwise movement in the opposite direction for the purpose of clamping and releasing the coupling-link. To this end the levers are pivotally connected with link-bars *hn*. The bar *n* is supported to permit a rocking movement on pin *m*, which is fixed in a block 4, and said block 4 is further provided with a pin 5, to which is pivotally connected the arm 6, Fig. 3. Said arm 6 is further connected by a suitable pivot or hinge to the end face of the car, as shown, Fig. 3. This jointed supporting mechanism, composed of arm 6, block 5, and described pivot connections, permits the device to be laid up closely against the end face of the car when not in use, and also enables it to be opened downwardly and outwardly in position for holding the coupling-link.

In operation the workman places one hand upon the bar *h* and moves it for clamping the link open, as indicated by dotted lines, Fig. 1, and obversely to bite hold of and support the link, as indicated in full lines, Fig. 1. The device is supported by the workman upon its pivotal supporting-connections and the coupling-link carried to and supported in position for entering the draw-bar. At the proper moment the pin is dropped in the usual way and thereupon the clamp mechanism is moved and the link released. The coupling operation having been completed, the device is folded up to the end face of the car and supported on a suitable holding-pin or other binding attachments, in which position it remains and travels with the car, to be in readiness for the next coupling operation.

By use of this my invention the necessity of standing in between approaching cars is wholly obviated and the customary coupling devices may be used in combination with the usual style of draw-bars, bunters, and other connecting mechanisms.

I claim—

1. The coupling jaw-levers *e f*, combined with the railroad-car and intermediate connections, substantially as described.

2. In a car-coupler manipulator, the coupling jaw-levers *e f*, pivotally combined with a freely-movable supporting mechanism, whereby the levers are permitted movement from the coupling position over the draw-bar to the carrying position against the end face of the car, as set forth.

Signed at Lynn this 9th day of May, A. D. 1890.

FRANCIS H. FISHER.

Witnesses:

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