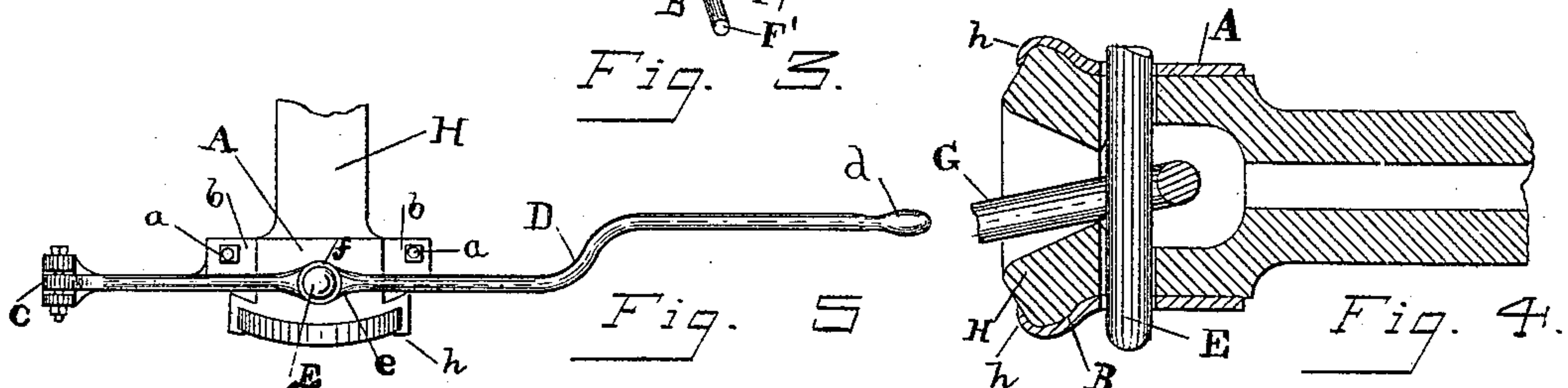
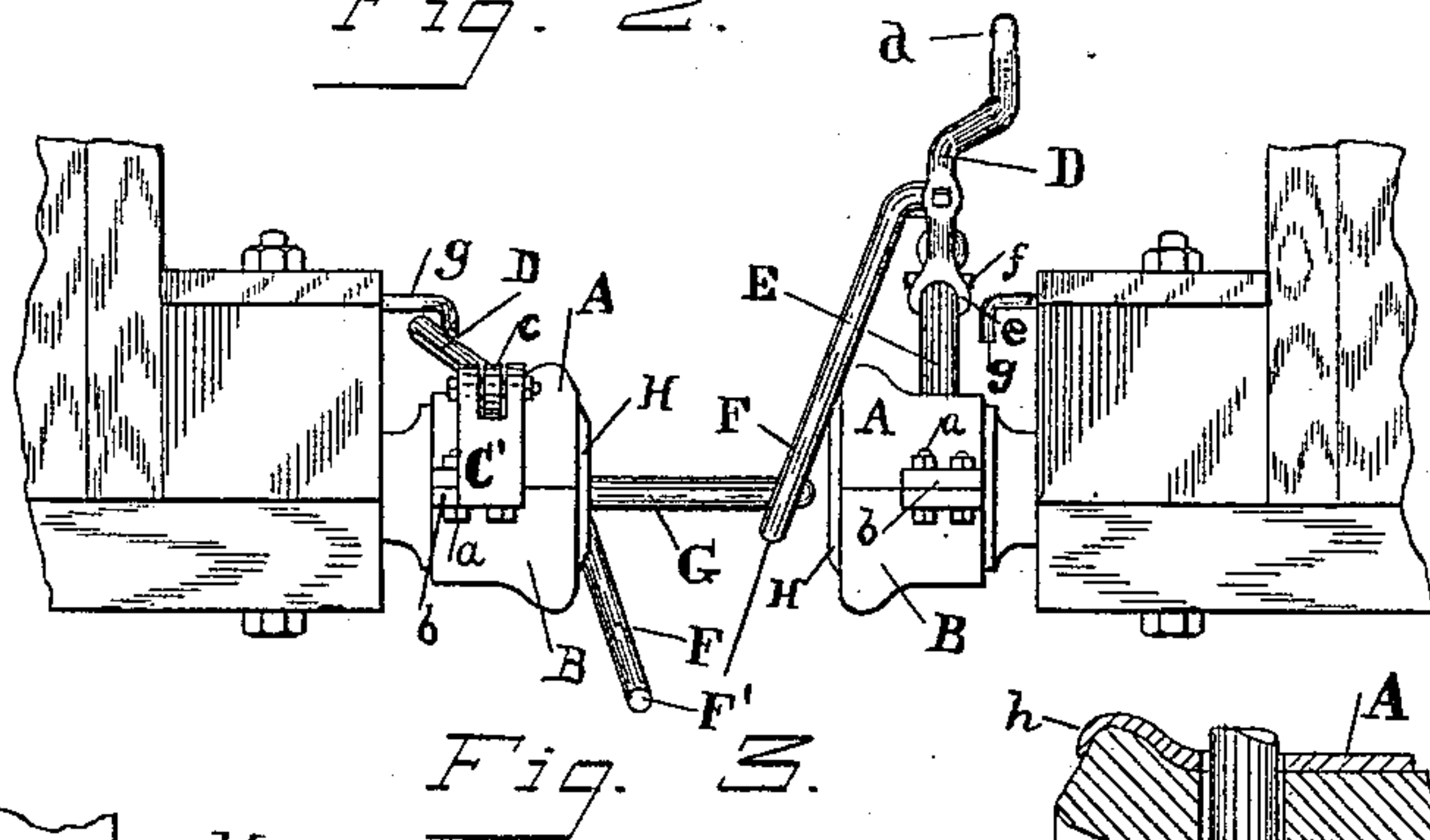
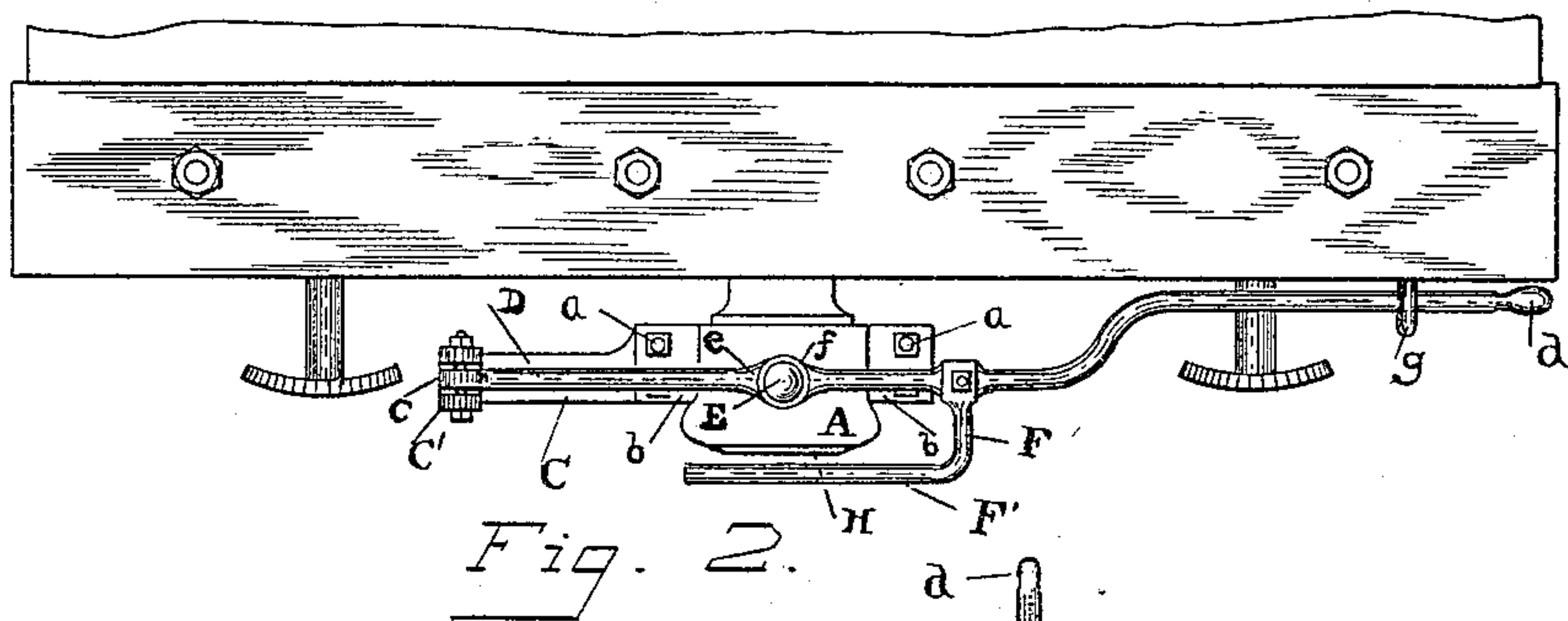
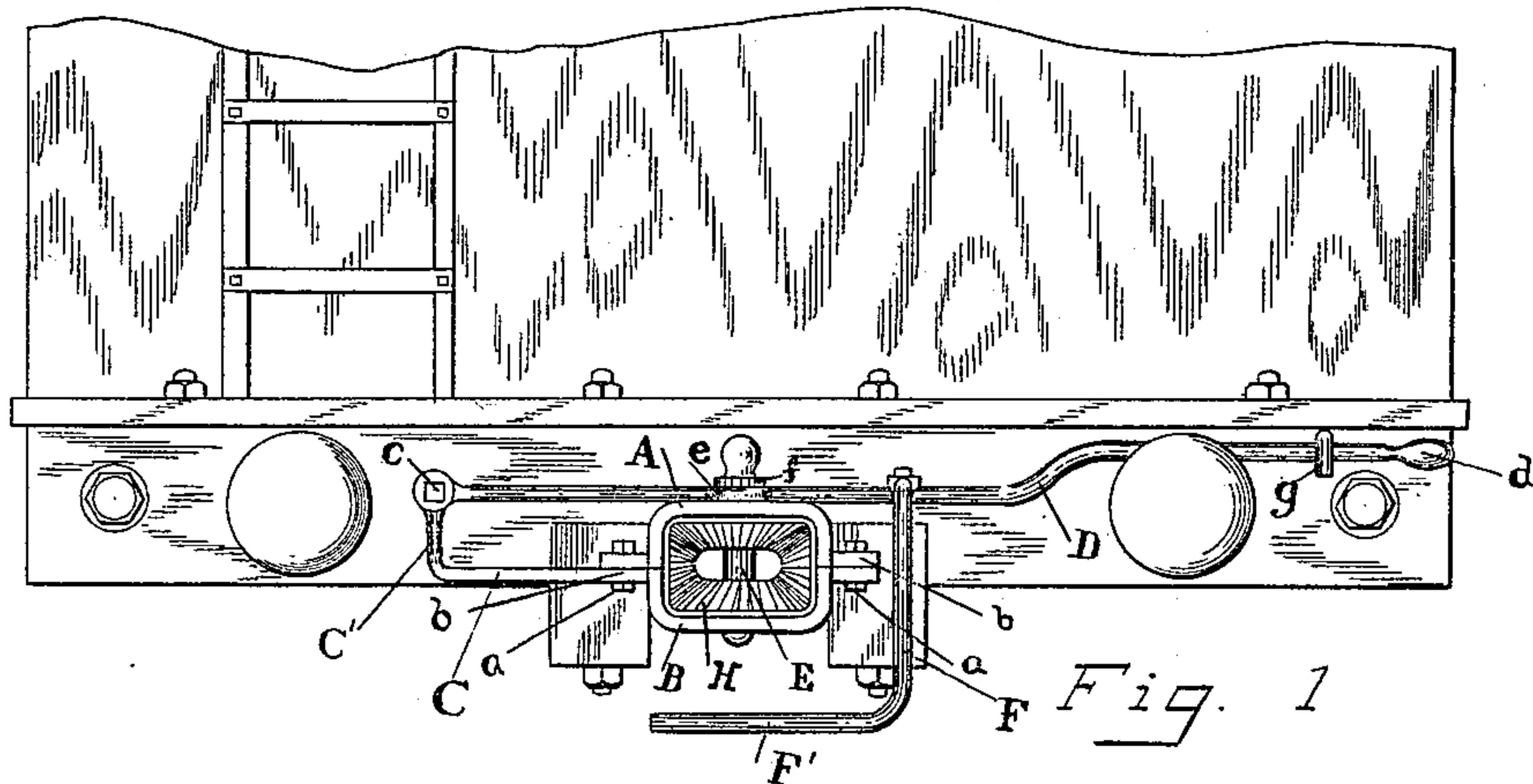


(No Model.)

T. J. BOOZ.
CAR COUPLING.

No. 481,891.

Patented Aug. 30, 1892.



Witnesses:—

J. C. Mattoon
J. Parker Davis,

Inventor:—

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UNITED STATES PATENT OFFICE.

THOMAS J. BOOZ, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF TO
JOHN N. VIEWEG, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 481,891, dated August 30, 1892.

Application filed April 11, 1892. Serial No. 428,560. (No model.)

To all whom it may concern:

Be it known that I, THOMAS J. BOOZ, a citizen of the United States, residing at Baltimore city, in the State of Maryland, have invented certain new and useful Improvements in Attachments for Car-Couplers, of which the following is a specification.

This invention relates to an improved attachment for car-couplers whereby the ordinary link-and-pin coupling may be operated without the attendant going between the cars.

To this end the invention consists in the novel features of construction and combinations of parts hereinafter described.

The invention is illustrated in the accompanying drawings, wherein—

Figure 1 shows a rear end view of a portion of a railroad-car with my attachment applied; Fig. 2, a top view of the same; Fig. 3, a side view of the ends of two cars about to couple and illustrates the operation of my invention; Fig. 4, a section of the draw-head with the link and pin therein. Fig. 5 shows a top view of a modified construction adapted for a different style of draw-head from that illustrated in the other figures and shown applied thereto.

My attachment comprises a clamp conforming in shape to the draw-head H and made in two sections A B, secured upon the draw-head by bolts *a*, extending through flanges *b* of said sections. Each section has a flange *h*, taking partly over the front of the draw-head, as best seen in Fig. 4, to prevent the clamp slipping backward. The lower section B has a laterally-extending arm C, with an upwardly-projecting end portion C'. A lever D is jointed at one end to the extremity of this upward-projecting part, as seen at *c*, and extends over the top of the draw-head and out to one side of the car, where it has formed a suitable handle *d*. The lever has an enlarged part *e* where it extends above the draw-head, and the coupling-pin E fits through a hole in this enlarged part, with its shoulder *f* resting thereon. An arm F is secured rigidly to the lever D at a suitable point and extends downward therefrom and has a laterally-projecting portion F', which has position in front of and below the draw-head and extends across the

same. A suitable catch or holder *g* will be provided for the lever and fastened to the car.

The operation is as follows: As two cars approach to couple the attendant raises the lever D on the car which is not carrying the coupling-link by its handle *d*, and thereby lifts the pin E to admit the link G, carried by the other car. This is done just as the said link approaches the draw-head, so that at the same time the pin is raised the lateral arm F' engages the under side of the link, raises it, and thus guides it into the mouth of the draw-head. The lever D is dropped and the cars coupled. It will be seen by this arrangement the cars may be coupled without the attendant going between them and thereby endangering life and limb.

My invention has the advantage of being an attachment to the ordinary type of coupler, and thus requires no change in the construction of the car, but simply the clamping on of the attachment. The attachment may be made applicable to any of the ordinary forms of draw-heads by simply making the clamp A B of a shape to conform thereto. Fig. 5 shows a different form from the other figures with my attachment applied. It is evident changes may be made in the construction here shown and described without departing from the spirit and scope of the invention.

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

1. An attachment for link-and-pin car-couplers, comprising a clamp to fit on the draw-head and a lever pivoted to said clamp and having an arm adapted to extend in front of the draw-head and below the coupling-link, substantially in the manner and for the purpose described.

2. An attachment for link-and-pin car-couplers, comprising a clamp to fit on the draw-head and a lever pivoted to said clamp and constructed to connect with the coupling-pin and having an arm adapted to extend in front of the draw-head and below the coupling-link, in the manner and for the purpose described.

3. An attachment for link-and-pin car-couplers, comprising a clamp made in two parts to

fit on opposite sides of the draw-head and a lever pivoted to said clamp and constructed for connection with the coupling parts.

5 4. An attachment for link-and-pin car-couplers, comprising a clamp to fit on the draw-head and a lever pivoted to said clamp and adapted to extend across the top of the draw-head and having an opening through it to re-

ceive the coupling-pin, substantially as and for the purpose described. ¹⁰

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

THOMAS J. BOOZ.

Witnesses:

F. PARKER DAVIS,
JNO. T. MADDOX.