

T. ANDREWS.
ADJUSTING COUPLING LINKS OF RAILWAY CARS.

Fig. 1;

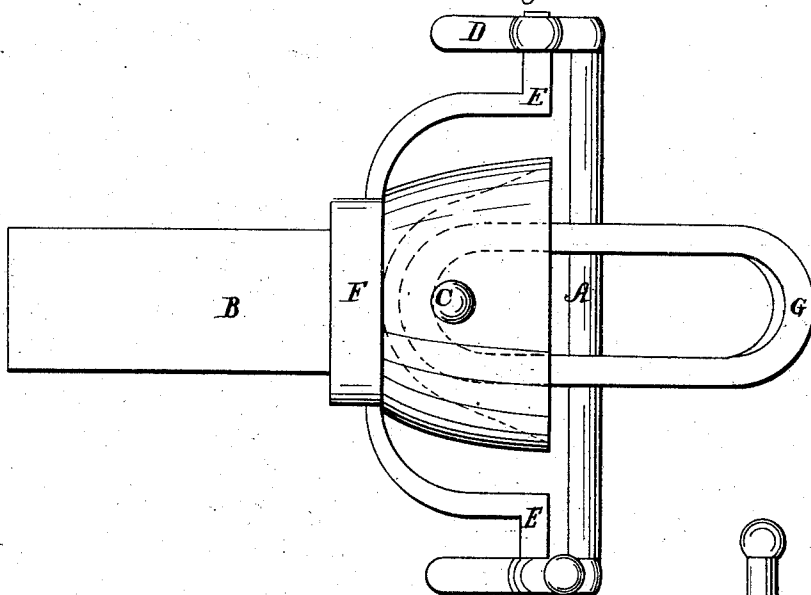


Fig. 2;

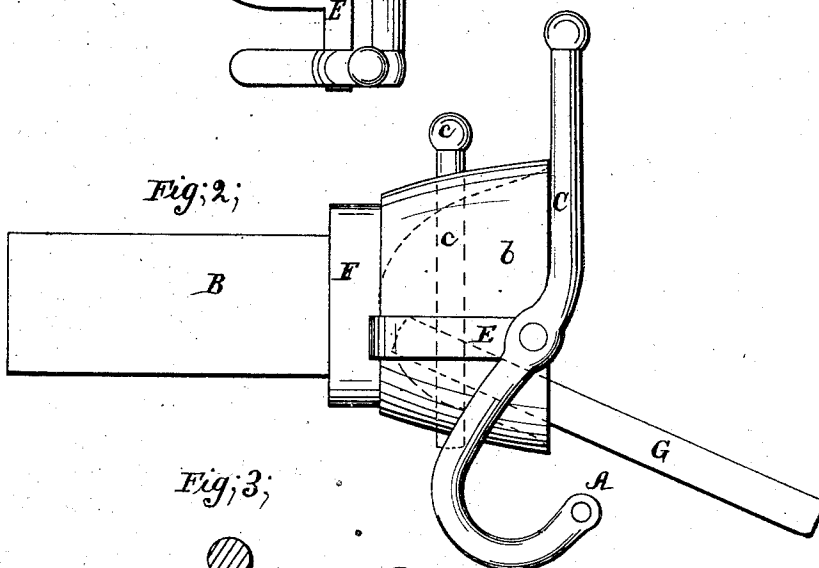
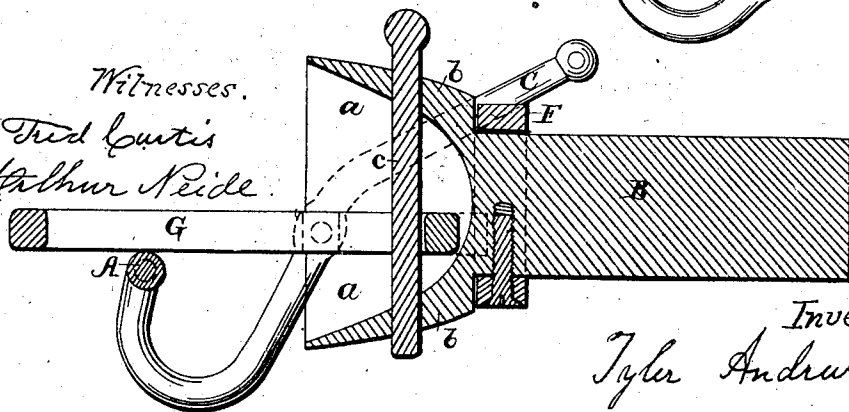


Fig. 3;



Witnesses.
Fred Curtis
Arthur Reid.

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UNITED STATES PATENT OFFICE.

TYLER ANDREWS, OF NORTH EASTON, MASSACHUSETTS.

ADJUSTING COUPLING-LINK OF RAILWAY-CARS.

Specification of Letters Patent No. 31,289, dated February 5, 1861.

To all whom it may concern:

Be it known that I, TYLER ANDREWS, of North Easton, in the county of Bristol and State of Massachusetts, have invented a new and useful apparatus or mechanism for properly adjusting the coupling-link of a railway-carriage preparatory to or during the act of connecting two carriages of a train; and I do hereby declare the same to be fully described and represented in the following specification and the accompanying drawings, of which—

Figure 1, is a top view; Fig. 2, a side elevation and Fig. 3, a longitudinal section of a draw bar and its link having my link lifter and supporter applied to them.

The object of my invention is to enable a person, while two railway carriages are being brought together for the purpose of being coupled or connected, to raise, support and adjust their connection link without placing himself in a position wherein he would be in danger of being crushed or injured by the carriages during their approach or that of one toward the other, such accidents or injuries being of frequent occurrence and often fatal to those who unfortunately meet with them.

In carrying out my invention in the manner as represented in the drawings, I make use of a bar or rest A, which I arrange in front of and transversely across and connect to the forward end or part of a draw-bar, B, of a railway carriage, the connection being by means of a lever, C, and an arm D, arranged on opposite sides of the draw bar and applied to and so as to be capable of turning on two arms, E, E, projecting from the draw bar or a collar F, as shown in the figures, the collar being made to embrace the draw bar. The connection

link G, of the draw bar projects from the mouth, *a*, of its bunter, *b*, is held therein by a pin, *c*, and rests on and extends beyond the lifter or rest, A, when the latter is raised upward by its lever. Thus by means of the parts A, and C, the link may be raised up into and supported in or about in a horizontal position preparatory to the entrance of its front end into the mouth of an approaching draw-bar or one toward which it may be in movement. On the entrance of the link into the mouth of such drawbar, the bunter of the latter will be brought into contact with the rest bar A and so as to press it downward, in order to enable the link to further enter the bunter and the two bunters to come into contact. The person who raises the rest bar, A, accomplishes the same by laying hold of the longer arm of the lever, C, while he may be standing out of the way of being nipped between the carriages.

My invention has been in practical use with great advantage and effect. It promises to be the means not only of saving many valuable lives, but of preventing accidents which frequently result to brakemen and others, when engaged in shackling or connecting carriages in train in the ordinary way of doing the same.

I claim—

The application and arrangement of the link lifter and supporter composed of the bar A, and lever C, with the railway carriage draw-bar, substantially in manner and to operate the link as specified.

TYLER ANDREWS.

Witnesses:

R. H. EDDY,
F. P. HALE, Jr.