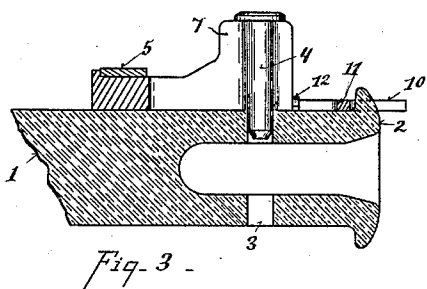
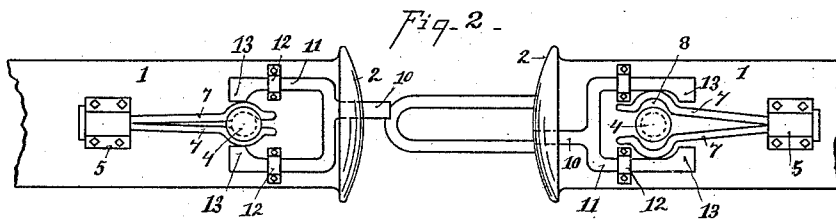
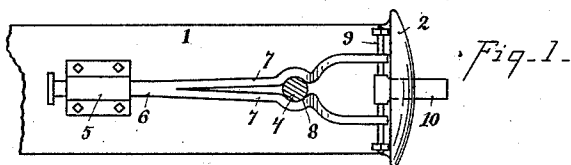


(No Model.)

E. F. BARKER.
CAR COUPLING.

No. 465,124.

Patented Dec. 15, 1891.



Witnesses

C. W. Miles
George Ashton

Inventor

Edwin F. Barker
By *his* Attorney *Wood & Boyd*

UNITED STATES PATENT OFFICE.

EDWIN F. BARKER, OF VEVAY, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 465,124, dated December 15, 1891.

Application filed August 31, 1891. Serial No. 404,254. (No model.)

To all whom it may concern:

Be it known that I, EDWIN F. BARKER, a citizen of the United States, residing at Vevay, in the county of Switzerland and State of Indiana, have invented certain new and useful Improvements in Bolt-Dropping Attachments, of which the following is a specification.

My invention is primarily adapted to hold and ship a coupling-pin on the draw-head of a railroad-car. It is, however, adapted for holding and shipping bolts in various other structures where a bolt-coupling is employed to unite the parts of a structure.

The object of my invention is to hold the bolt in position to register with and enter the hole when the supporting device is shipped.

Another object of my invention is to combine this device with the draw-head of a car, so that the coupling-pin will be automatically shipped to couple the cars, all of which will be fully set forth in the description of the accompanying drawings, in which—

Figure 1 is a top plan view of one form applied to the draw-head of a car. Fig. 2 is a top plan view of a modification. Fig. 3 is a central vertical section of the device shown in Fig. 2.

I have shown and will describe my invention in the manner in which it is used with the draw-head of a car, and this specification will enable those ordinarily skilled to adapt it to other uses to which it is applicable.

1 is a draw-head of an ordinary freight-car; 2, the bumper at the end thereof; 3, the coupling-pin hole; 4, the coupling-pin.

5 represents a journal-bracket attached to the draw-head and which forms a guide and bearing for the shank 6 of the holding-jaws 7. These holding-jaws are preferably made of spring-steel having a groove 8 of sufficient size to grasp the pin when the jaws are engaged. The jaws are normally set, so that the pin is held vertically over the pin-hole or in the advanced position, the end of the pin resting in the pin-hole, as seen in Fig. 3.

9 represents a link or coupling pin loosely held in the projecting ends of the jaws.

10 represents a shipping-arm which projects through the flange of the bumper-head and in such position that it will strike the opposing bumper.

In the modification shown in Figs. 2 and 3 the rear end or shank 6 is held rigidly in the bracket 5, while the jaws are free to open or close. 11 represents a yoke sliding in guides 12 and provided with inclined projections 13, whereby the jaws are held in the closed position when the yoke is in the forward position and releases the jaws, allowing the pin to drop into position when the yoke is forced back by the opposing bumper.

In Fig. 2 the jaws are shown constructed so that the spring-jaws are normally open and are forced together to hold the pin, so that when the shipping-bar is struck by an object to force it backward the jaws spring apart allowing the pin to drop through, while in Fig. 1 the jaws are normally closed and are sprung open by the pin, the lower end of which rests in the hole 3, as the jaws are pressed backward, the pin dropping down between the outer ends of the jaws.

The shifting bar or lever might be operated by hand; but I prefer to have it operated automatically when applied to a car, so that the operator simply has to adjust the parts and put a pin into the holding-jaws when the striking of the shipping-lever will open the jaws and allow the pin to drop into position without the aid of the operator. These parts may be variously modified in construction, or either of the forms herein shown may be advantageously used wherever it is desired to make a safety holding attachment for coupling bolts or pins.

Having described my invention, what I claim as new is—

1. The reciprocating curved holding-jaws 7, adapted to encircle the bolt or pin, and means for retracting said jaws to release and drop the same into position, substantially as specified.

2. The curved spring-holding jaws 7, the journal 5, within which the shank 6 reciprocates, and means for retracting said jaws to automatically open and release the bolt or pin held therein, substantially as specified.

3. In combination with the draw-head of a car, the curved spring-jaws 7, the shank 10, projecting forward of the bumper, whereby the holding-jaws are automatically tripped by the car engagement, substantially as specified.

4. In combination with the draw-head of a railroad-car, the curved holding-jaws 7, supported and guided by bracket 5, the shipping-bar 10, connected to the jaws and projecting
5 forward through the slotted end of the draw-head, substantially as herein specified
5. In combination with the draw-head 1, curved spring-jaws 7, adapted to inclose and hold a coupling-pin, the shipping-lever 10 for
10 releasing said jaws, and the yoke 11 and in-

clines 13 for forcing said jaws together to hold the pin in position to register with the pin-hole, substantially as specified.

In testimony whereof I have hereunto set my hand.

EDWIN F. BARKER.

Witnesses:

C. W. MILES,
W. R. WOOD.