(No Model.) 2 Sheets—Sheet 1.

W. A. FOUST.

CAR COUPLING LINK.

No. 419,934. Patented Jan. 21, 1890.

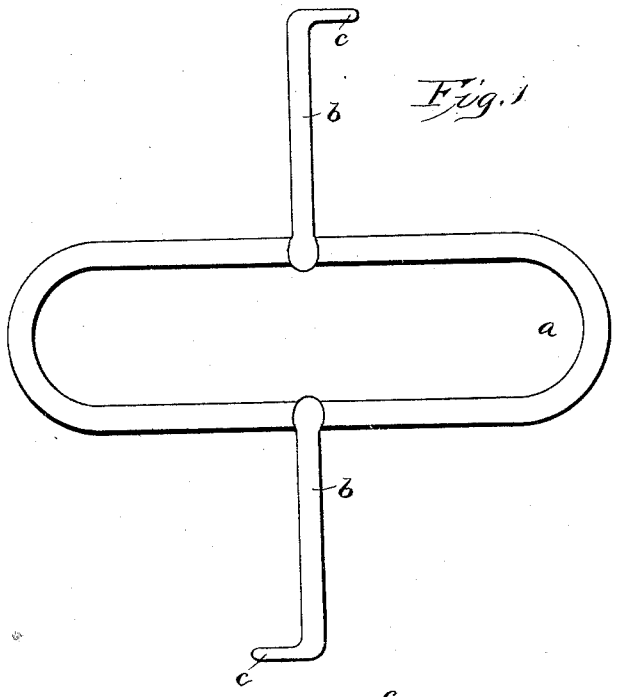

Fig. 1.

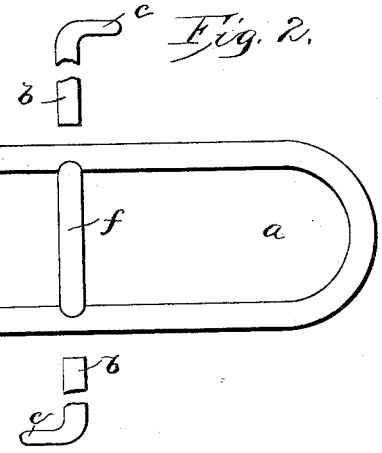

Fig. 2.

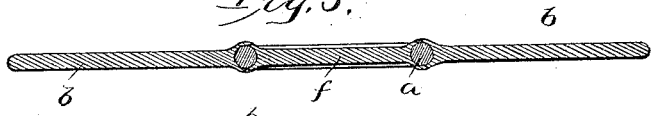

Fig. 3.

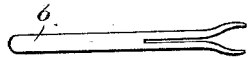

Fig. 4.

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(No Model.) 2 Sheets—Sheet 2.

W. A. FOUST.

CAR COUPLING LINK.

No. 419,934. Patented Jan. 21, 1890.

Fig. 5

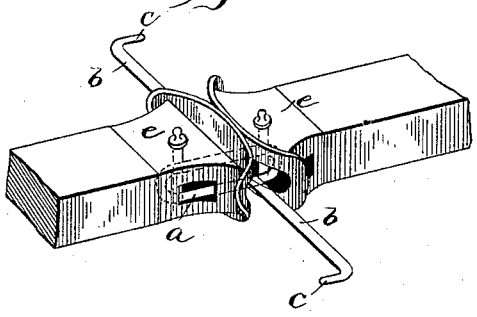


Fig. 6.

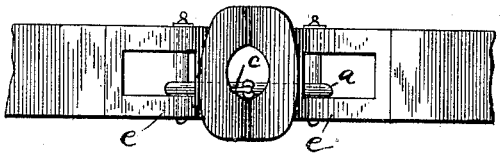
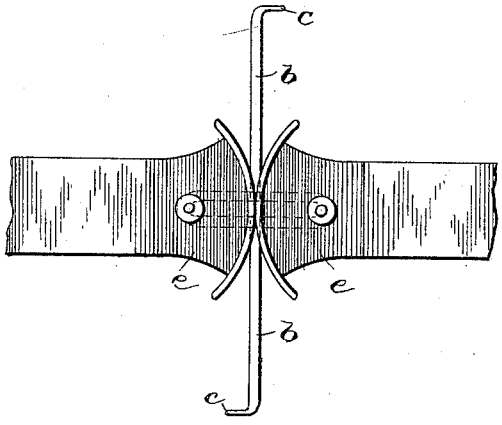


Fig. 7.



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UNITED STATES PATENT OFFICE.

WILLIAM A. FOUST, OF RENOVO, PENNSYLVANIA.

CAR-COUPLING LINK.

SPECIFICATION forming part of Letters Patent No. 419,934, dated January 21, 1890.

Application filed November 14, 1889. Serial No. 330,289. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. FOUST, of Renovo, in the county of Clinton and State of Pennsylvania, have invented certain new and useful Improvements in Combined Car-Coupling Links and Handles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to certain improvements in car-coupling links.

The object of the invention is to provide the usual inclosed car-coupling link with a pair of opposite handles, so that the link can be easily and quickly manipulated from either side of the track without endangering the life of the operator. This object is accomplished by and my invention consists in certain novel features of construction and in combinations of parts, more fully described hereinafter.

Referring to the accompanying drawings, Figure 1 is a plan view of the link. Fig. 2 is a plan showing the link braced by a cross-piece and the handles in position to be placed upon and welded to the sides of the link. Fig. 3 is a longitudinal section through the handles and cross-bar of a link. Fig. 4 is a detail of a handle before being welded to the link. Fig. 5 is a perspective of two coupling-heads coupled together by the present link. Figs. 6 and 7 are respectively a side elevation and a top plan of the construction of Fig. 5.

In the drawings, the reference-letter *a* indicates a suitable car-coupling link of any form or construction. This link is provided with a pair of handles *b b*, extending laterally from the centers of the longitudinal sides of the link in opposite directions, and at their outer ends said handles are preferably bent laterally at right angles, so that the two laterally-bent ends *c c* of the two handles or arms extend in opposite directions. These arms or handles are of such length that they will extend laterally from the link toward the outer opposite sides of the car, and so that a person standing upon either side of the track can guide the link by means of the handle upon that side into the coupling-head of an approaching car without stepping between the cars or otherwise exposing himself to danger of being crushed between the approaching cars. The ends *c c* of the handles are bent laterally, so that the operator is afforded a slight leverage in raising and guiding the link by a handle, and it also prevents the handle from slipping around in the operator's hand, as would be the case where the link is very heavy and the end of the handle is continued out straight.

It should be observed that the link has two opposite similar handles, so that it can be guided from either side of the car without reversing the same, and the link does not require any peculiar way of locating or fastening to the coupling-head.

This link is especially adapted and intended for use with coupling-heads *e*, constructed as shown in the last three figures of the drawings, and generally used on the Pennsylvania Railroad system. It will be observed that the front engaging ends of these heads are curved rearwardly at the ends; hence when the two heads are in engagement there will be sufficient open space between the said ends of the engaging faces to receive the handles of the link without danger of their being broken or interfering with the movement of the heads. These arms can be applied to old plain links by longitudinally splitting the inner ends of the arms (see Fig. 4) and then placing the center of a longitudinal side of the link in said split end and welding the same, thereby forming a rigid and firm joint and making the arm a part of and integral with the link. These links are exceedingly liable to break apart at the ends, causing the separation of trains, and in order to strengthen the links and overcome this weakness the center of the link is provided with a strengthening cross-piece *f*, connecting the centers of the longitudinal sides of the link, as shown in Figs. 2 and 3. This cross-piece is applied to old links by having its ends split and welded to the sides of the link, as just described, thereby making it an integral part of the link. The many advantages of such a construction as this are obvious.

What I claim is—

1. A car-coupling link having a pair of handles, each having its inner end split and fitted on and welded to a side of the link, substantially as described.

2. A car-coupling link having parallel sides, a strengthening cross-brace connecting the centers of said two sides and welded to the same at its ends, and the two handles extending in opposite directions from said sides and welded to the same and forming continuations of the cross-bar, substantially as described.

3. A car-coupling link provided with a cross-bar having its ends split and welded to the sides of the links, as set forth.

4. A link provided with a cross-bar having split ends fitting and welded to its sides, and the handles having split ends fitting and welded to said sides, as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

WILLIAM A. FOUST.

Witnesses:
McCLELLAN FOUST,
HARRY D. LANE.