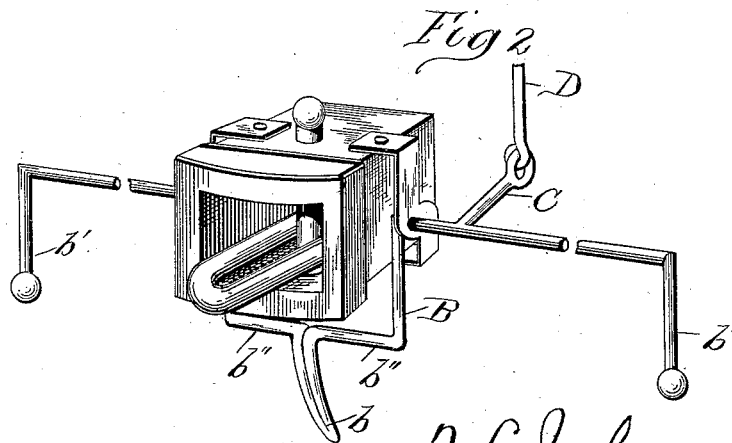
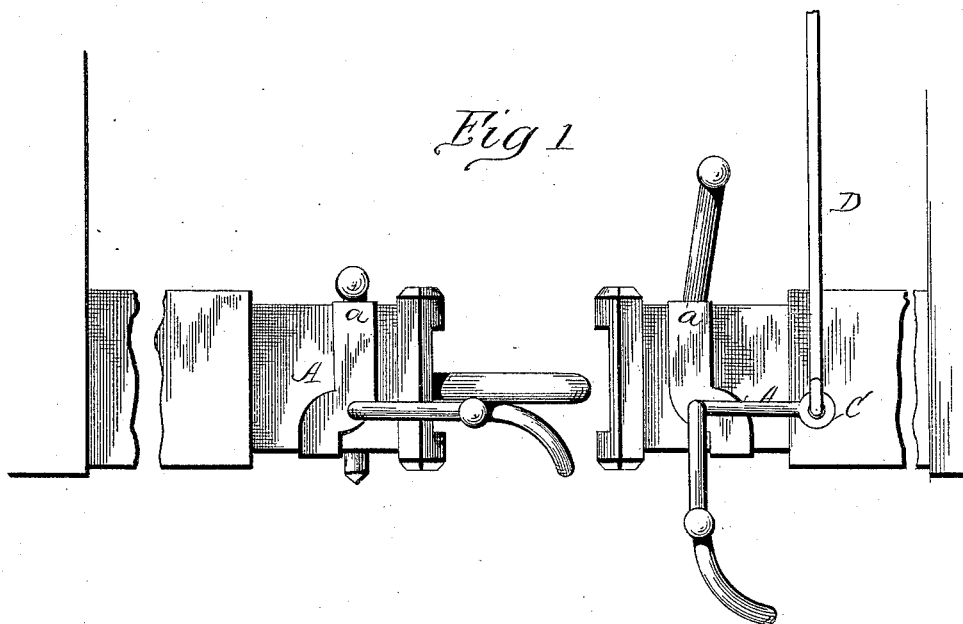


(No Model.)

F. L. JOHNSON.
LINK LIFTER.

No. 422,021.

Patented Feb. 25, 1890.



Witnesses:
C. C. Burdine
C. A. Rader

F. L. Johnson
Inventor

By his Attorney,
W. T. Fitzgerald

UNITED STATES PATENT OFFICE.

FRED LINCOLN JOHNSON, OF EAST DUBUQUE, ILLINOIS.

LINK-LIFTER.

SPECIFICATION forming part of Letters Patent No. 422,021, dated February 25, 1890.

Application filed November 29, 1889. Serial No. 331,984. (No model.)

To all whom it may concern:

Be it known that I, FRED LINCOLN JOHNSON, a citizen of the United States, residing at East Dubuque, in the county of Jo Daviess and State of Illinois, have invented certain new and useful Improvements in Link-Lifters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an attachment for railway-cars, the object of which is to provide an efficient and safe means whereby a trainman can readily guide the projecting link of one draw-head into the opening provided in the other draw-head. This result is secured by means of the invention described in the following specification and illustrated in the accompanying drawings, in which similar letters of reference designate corresponding parts in all the views.

Figure 1 shows my invention as applied to use. Fig. 2 is a side view of the draw-head with my improvement attached thereto.

Referring to the several parts by letter, A is the draw-head, to the sides of which I attach bearings *a a*, in which are journaled the operating-bar B, which consists of a single rod bent at its middle to form the loop *b*, and thence bent outward and inward, so as to receive the end of the draw-head, when each end is arranged to pass through the bearings and reach outwardly on each side to form the handles. When applied to use,

the loop *b* is bent to move downward below the opening in the draw-head, so that it will rest under the link, as shown in Fig. 1, when by a downward pressure upon the handles *b' b'* the outer end of the link will be forced upward by the loop *b* and transverse sections *b'' b''* and held in a horizontal position, so that it will readily enter the other draw-head. It will be further observed that the loop *b* is so bent that it will be pushed downward out of the way by the opposite draw-head after such draw-head receives the link. My device can be operated from the top of the car by the rear arm C and rod D.

Believing that the advantages of my invention are obvious without further explanation, what I claim as new, and desire to secure by Letters Patent, is—

As an improvement in car-couplings, the combination of the draw-head, the vertical brackets or bearings *a*, secured thereto and projecting beyond the sides of the same, the rock-shaft journaled in said bearings and provided with a central loop *b*, projecting forward from said bearings, the handles *b'* at its ends, and the rearwardly-projecting crank-arm C, and the rod D, having its lower end pivoted to the end of the said crank-arm, as set forth.

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

FRED LINCOLN JOHNSON.

Witnesses:

L. J. JOHNSON,
E. W. CHAPMAN.