

A. HEBERT.
Car Coupling.

No. 104,306.

Patented June 14, 1870.

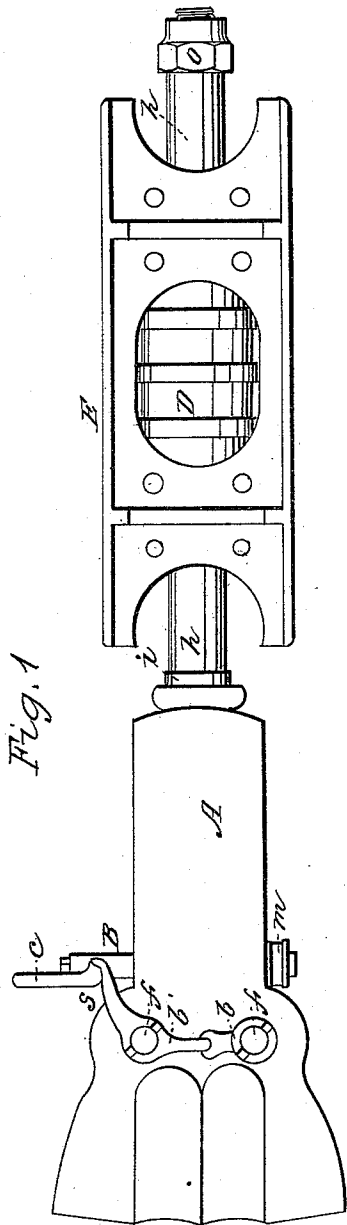


Fig. 1

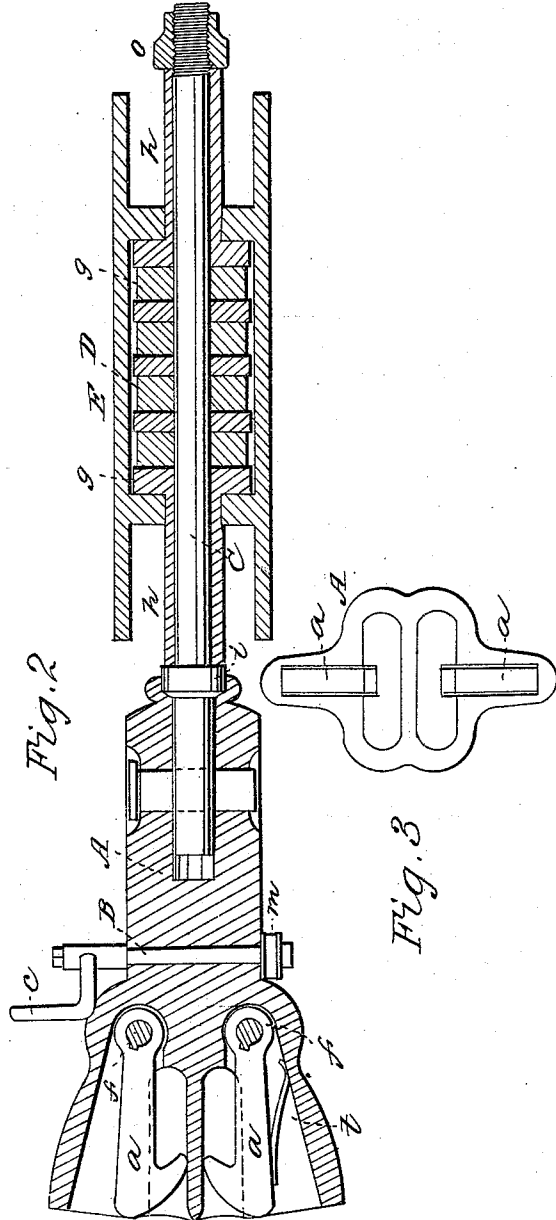


Fig. 2

Fig. 3

Witnesses:

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United States Patent Office.

ALEXIS HEBERT, OF MALONE, NEW YORK.

Letters Patent No. 104,306, dated June 14, 1870.

IMPROVED RAILWAY CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, ALEXIS HEBERT, of Malone, in the county of Franklin and State of New York, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing which forms part of this specification, and in which—

Figure 1 represents a plan view of a car-coupling, constructed according to my invention;

Figure 2 represents an end view of the same; and

Figure 3 represents a horizontal section of the same.

Similar letters of reference indicate corresponding parts in the several figures.

This invention consists of a self-locking car-coupling, of novel construction, whereby great convenience is afforded for detaching, and whereby the same may be operated without entering between the platforms.

Referring to the accompanying drawing—

A is the bunter of a car-coupling, provided, internally, with pivoted coupling-hooks, *a b*.

These are made to incline inwardly by a spring or springs, *t*, and to operate, simultaneously with each other, by means of a notched arm, *b*, and a bell-crank, *b'*.

Secured to the ends of the pivot-rods *f f*, on the upper side of the bunter *B*, is a horizontally-arranged rock-shaft, passing through the bunter at a point behind the pivoted ends of the hooks *a a*, and provided with a crank-like arm, *c*, which, by the backward turning of the shaft, is made to operate upon the rear arm or lever of the bell-crank *b'*, so as to open the hooks.

Arranged at the opposite end of the rock-shaft from that on which the crank *c* is carried, is an India-rubber spring, *m*.

Said spring, by yielding while the crank *c* is being exerted against the arm of the bell-crank, and reacting when said crank is brought opposite a cavity, *s*, formed near the end of said arm, serves to retain said crank and arm in that position, and the hook *a*, thereby open, until shifted by the brakeman.

The crank or handle *c*, when the coupling is being used upon a passenger or platform-car, may be operated by the hand while the brakeman is on the ground, or by the foot while he is on the car. When it is be-

ing used on box cars, the rock-shaft *B* may have a rod attached thereto, reaching nearly to the top of the car, with its upper end constructed something like a brake-shaft, and with a crank-like lever similar to the one represented at *c* in the drawing, so that the brakeman, in passing from car to car, may unshackle the car he wishes with his foot. This coupling can be attached to the tender of an engine, and supplied with a suitable connecting-rod, so arranged as to enable the engineer to unshackle without moving from his place.

C is a rod, secured to the rear end of the bunter.

Upon this rod, and within a suitable frame, *E*, is a rubber spring, *D*.

At the ends of this spring, and encircling the rod *C*, are disks or washers, *g g*, which are constructed or provided with sleeves, *h h*.

These sleeves, extending outwardly through the frame *E* and along the rod, are received between a fixed collar, *i*, and a screw-nut, *o*, as shown, so that the spring *D* is acted upon by one or the other of the said disks or washers *g*, during the backward or forward jerks of the cars. Said spring *D*, instead of being constructed of a continuous piece of rubber, may be composed of several sections, and with interposed metal washers between them, as shown, so that old springs from other castings may be used.

The advantage gained by the use of the disks *g g*, and their sleeves *h h*, is the more convenient removal of the spring *D*, or any of its sections, for repairs or other purpose, without unbolting the frame *E* from the car, the removal of the nut *o* and withdrawal of the rod *C* being all that is necessary.

What I claim as my invention, and desire to have secured by Letters Patent, is—

The coupling-hooks *a a*, the notched arm *b*, and bell-crank *b'*, and the cranked rock-shaft *B*, combined for operation substantially as herein described.

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mark.

Witnesses:

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