

P. WEATHERBEE.

Car Coupling.

No. 104,670.

Patented June 21, 1870.

Fig. 1.

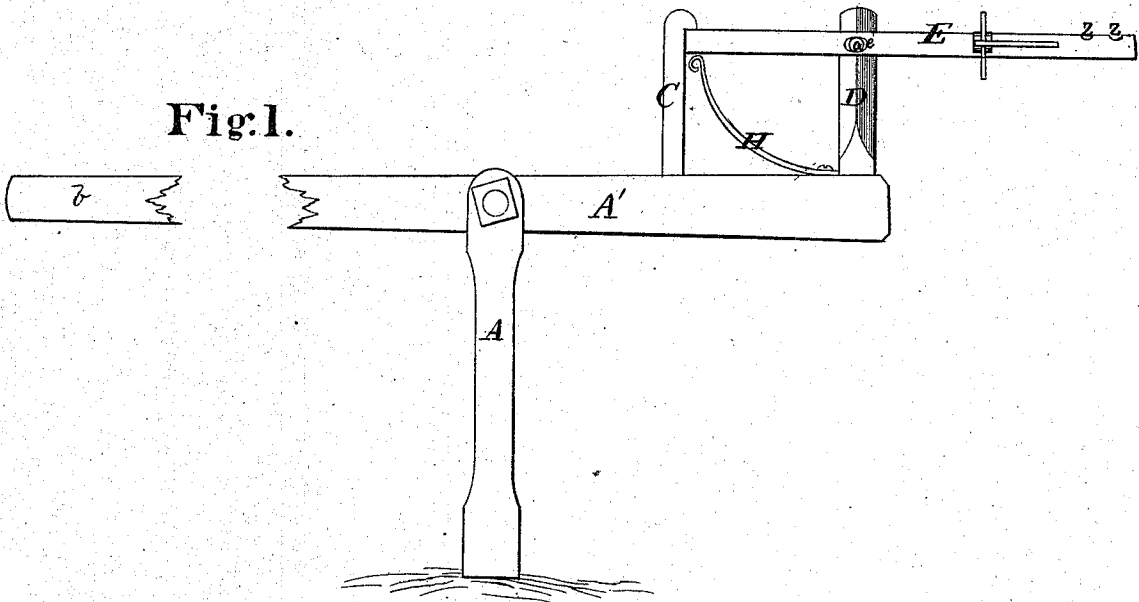
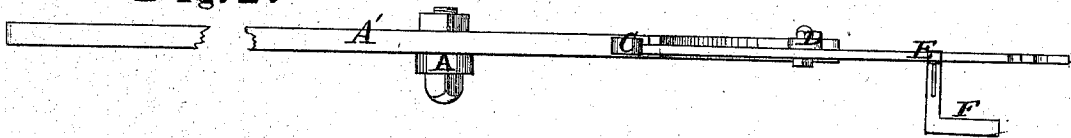


Fig. 2.



Witnesses.

Villette Anderson.

Chas. Kempton

Inventor.

Paul Weatherbee,
Chipman Hosmer & Co
Attorneys,

United States Patent Office.

PAUL WEATHERBEE, OF PORT WASHINGTON, OHIO.

Letters Patent No. 104,670, dated June 21, 1870.

IMPROVEMENT IN CAR-COUPLERS.

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, PAUL WEATHERBEE, of Port Washington, in the county of Tuscarawas and State of Ohio, have invented a new and valuable Improvement in Means for Coupling Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a side view of my invention.

Figure 2 is a top view of the same.

My invention relates to means for coupling railroad cars, and consists in the construction and novel arrangement of devices designed to hold the coupling-link in the proper position between the draw-heads of the cars to be coupled, and yet to escape from between them as they come together.

The letter A of the drawing designates the standard or support, which is designed to rest upon the ground at one side of the track.

Pivoted to this upright, at its upper end, is the main lever, A', operated by the handle b, and having upon its other arm the upright or fulcrum D and catch C.

The short lever E is pivoted to the side of the fulcrum D by means of the pin a and slot e.

The face of the upright D, to which the lever E is

pivoted, is formed with a double bevel in such a manner that this short lever will have lateral as well as vertical motion.

Notches, z z, are formed in the upper edge of the lever E, near its end, and serve to steady and support the coupling-link.

F designates a small angular dog, projecting from the side of the lever E, and serving to meet the draw-head of the approaching car, thereby causing the lever E to escape by lateral movement from under the catch C, when the spring H will throw the notched end downward from between the draw-heads.

By a slight modification of the spring the short lever may be arranged below the long one.

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

The coupling-jack herein described, consisting of a fulcrum or post, A, and a lever, A', supporting a catch, C, spring H, and short lever E, provided with a dog, F, and arranged to have a horizontal as well as a vertical movement about its fulcrum D, as and for the purposes herein substantially shown and described.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

PAUL WEATHERBEE.

Witnesses:

CHARLES BOES,
SAM. SLADE.