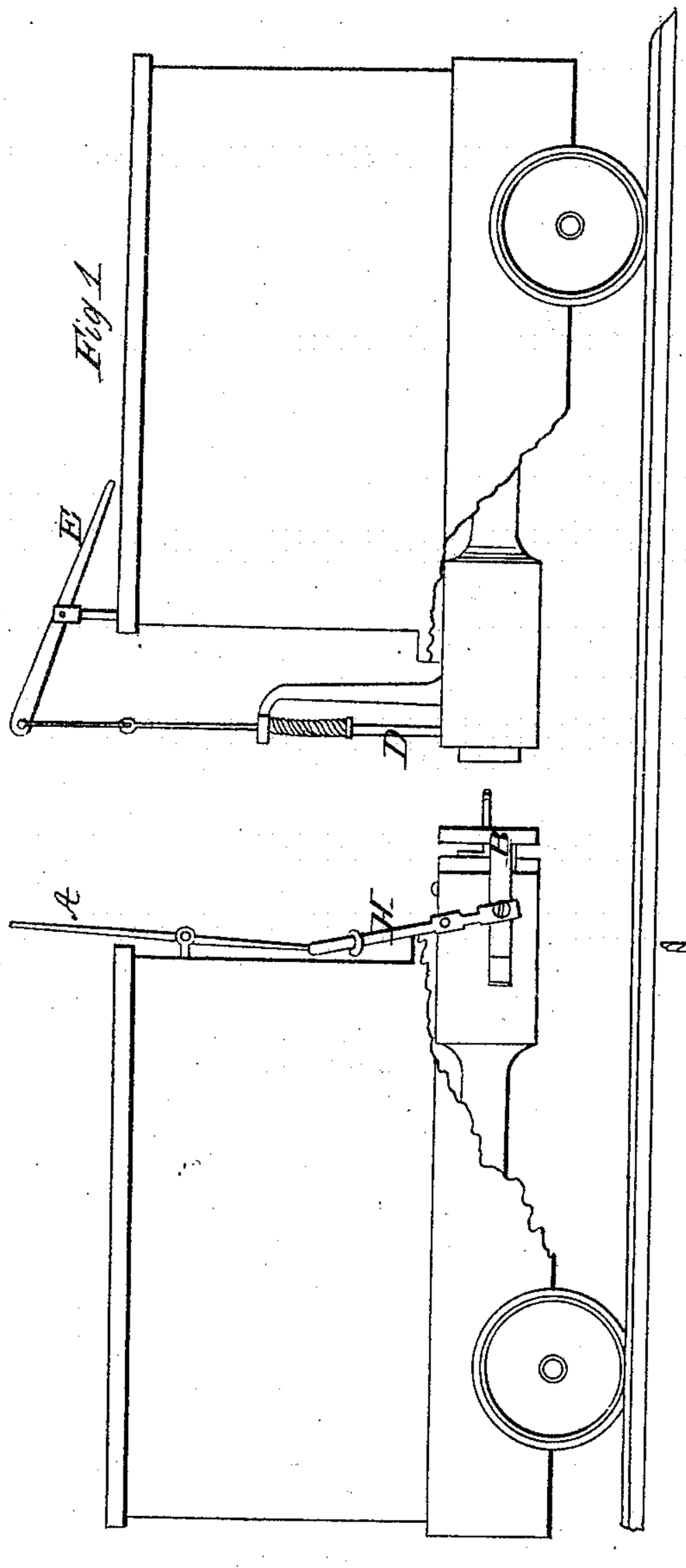
LEIB & HORNBECK.

Car Coupling.

No. 62,345. Patented Feb. 26, 1867.

Fig 1.



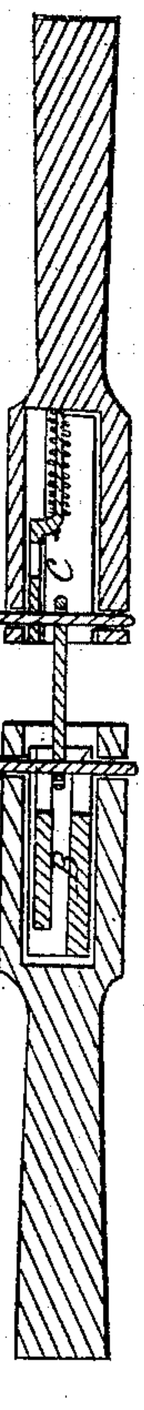
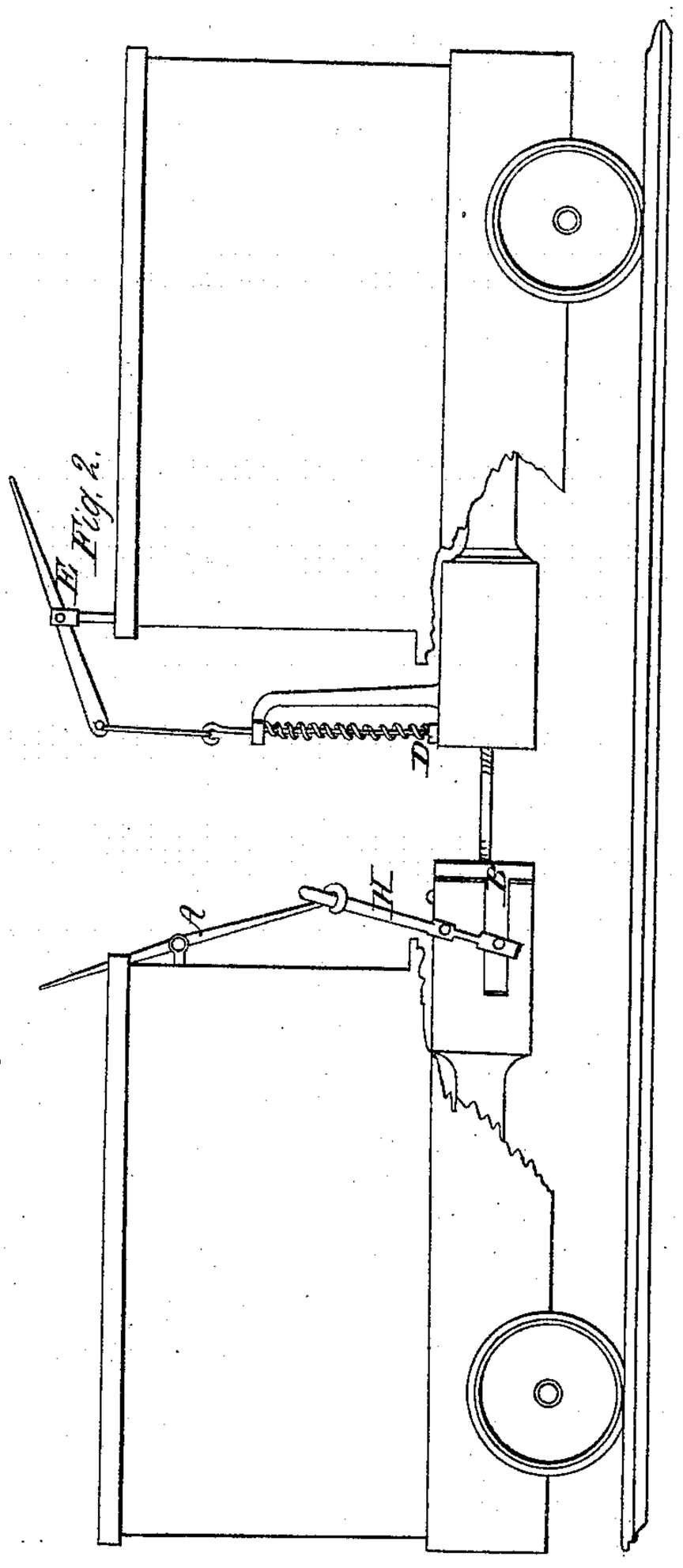


Fig. 2.



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Letters Patent No. 62,345, *dated February* 26, 1867.

IMPROVED 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 we, the undersigned, WILLIAM LEIB and GREEN B. HORNBEEK, of the county of Scott, State of Illinois, have invented a new and useful Machine for Connecting and Fastening Cars together in train without risk or danger to the opearator, which machine we designate and name "Self-Car-Coupling," and the same can be used either single or double; and we declare the following to be a full, clear, and exact description of the construction and operation of the same, in which description is a figure of a side elevation of cars ready for coupling.

In lieu of the bumper of the usual form, a box is adjusted upon the end of the car, which box contains a link so adjusted as to have full play, and yet be firmly fastened in its place. It is further so arranged as to be thrown forward and upward, by means of a lever from the top of the car when required to be put in operation. Upon the end of the adjoining car is arranged a similar box containing a bolt, which, when not in use, is kept continually raised by means of a slide, working from behind and beneath. When the cars are moved together in constructing a train, the ends, in coming in contact, move a spring, which immediately forces the spring-bolt downwards through the link already in its proper position, and the cars are firmly connected. The bolt can readily be withdrawn, the slide returned to its supporting position, and the link loosened and dropped by means of a spiral spring running from the bumper to the top of the car. With equal readiness both the link and bolt can be adjusted on each end of every car and thus constitute a double coupling if desired.

More particularly its operation is described by reference to cuts, as follows: The lever A, being pressed from the car at the top puts the link or slide in connecting position. The lever E, being pressed down on the adjoining car, elevates the bolt D, and the cars are ready for contact, and at the moment of coming together the spiral spring on bolt D forces it down through the link or slide B, and the cars are perfectly connected, as shown in fig. 2. To uncouple the cars it is necessary only to press down on lever E, fig. 2, which pressure raises the bolt D, fig. 2, and the cars are instantly disconnected.

What we claim as our invention, and desire to secure by Letters Patent, is—

The levers A and H, and the link or slide B, when arranged and operated as herein described and for the purpose set forth.

WILLIAM LEIB,
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Witnesses:

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