

J. EBEE.
Car Coupling.

No. 70,326.

Patented Oct. 29, 1867.

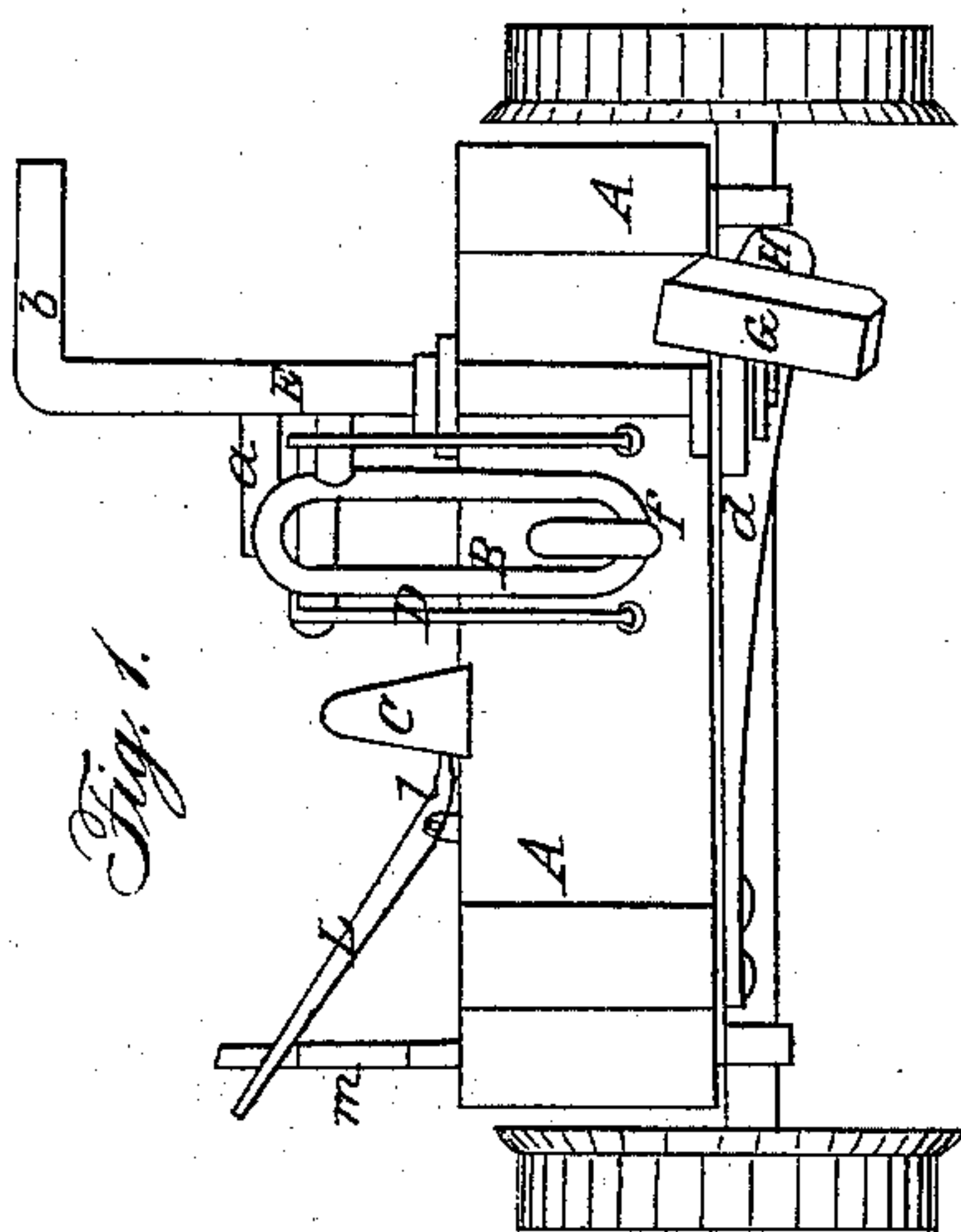


Fig. 1.

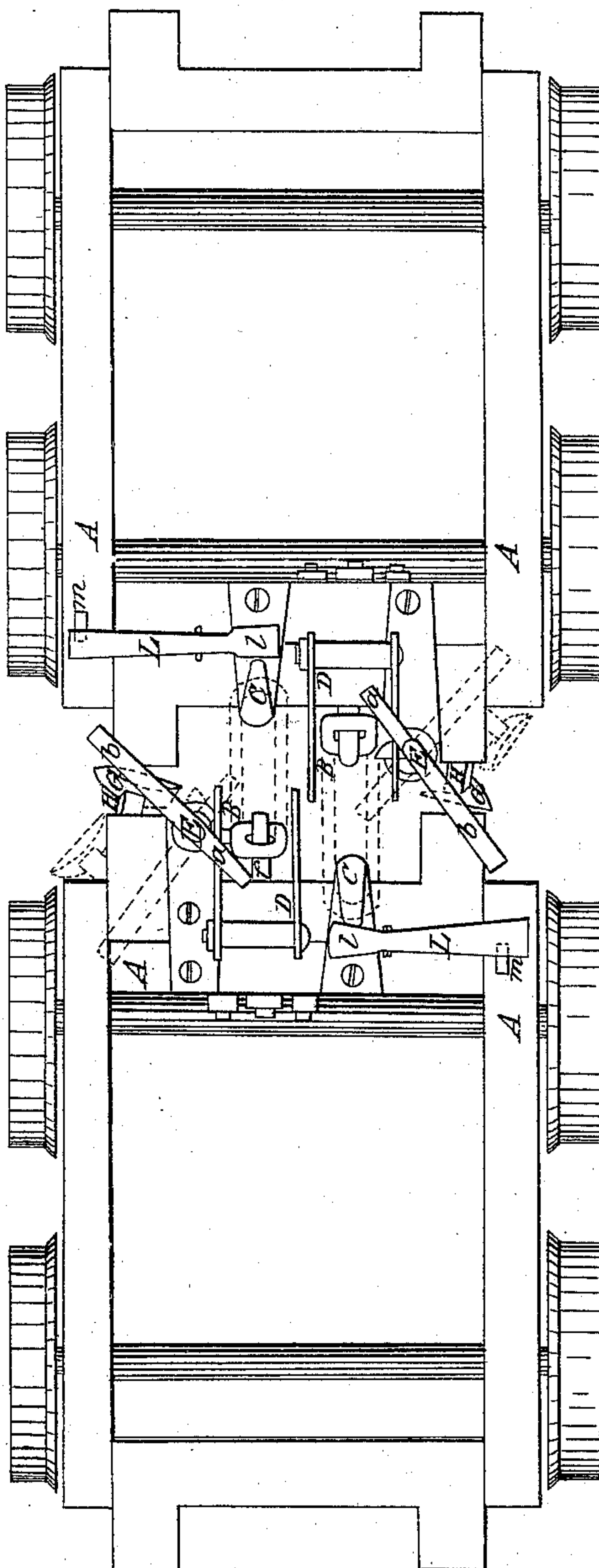


Fig. 2.

Witnesses:

Thomas J. Parker
H. A. Parker

Inventor:

Justin Ebee
By his Atty
J. S. Brown

United States Patent Office.

JUSTIN EBEE, OF HUMMELSTOWN, PENNSYLVANIA.

Letters Patent No. 70,326, dated October 29, 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 I, JUSTIN EBEE, of Hummelstown, in the county of Dauphin, and State of Pennsylvania, have invented an Improved Car-Coupling; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification—

Figure 1 being an end view of a car-frame provided with my improved coupling.

Figure 2, a plan of two car-frames or trucks with my coupling, showing the manner of operation.

Like letters designate corresponding parts in all of the figures.

At the end of each car I hinge a coupling-link, B, by a staple, *f*, or otherwise, so that it will turn freely up and down; and also on the front end of each car I firmly secure a coupling-hook, C, so arranged in relation to the coupling-link that the hook of one car will come opposite to the link on the adjacent car, substantially as represented in fig. 2. When two cars come together, and the link of each drops down into a horizontal position, it will catch over the hook of the other car, and couple the two cars together by a double coupling, as indicated by red lines in fig. 2. And when the links are drawn up a little beyond a vertical position, they are made to lean and rest in a cage, D, ready to be thrown over into a horizontal position for coupling at any time. This can be done by hand. But I provide a means of accomplishing this automatically by the action of the cars when they come together. For this purpose I secure a vertical shaft, E, in bearings, at the front end of each car, close beside the cage D; and from this shaft an arm, *a*, projects across the cage behind the coupling-link. There may be another arm or handle, *b*, projecting from its upper end for turning it by hand. From the lower end of this shaft another arm, H, projects in the proper form and direction, and on its end is a bunter, or head, G, so situated, when held forward by a spring, *d*, fig. 1, that the end of the adjacent car will strike it, as two cars come together to be coupled. This action forces the bunter back against the spring, and causes the shaft E to turn and swing its arm *a* forward far enough to throw the link over and cause it to catch over its coupling-hook, all substantially as shown by red lines in fig. 2. The spring *d* again forces the bunter G forward, and brings the shaft E and its arm *a* into proper position for the next time. There may be only a coupling-link on one car and a hook on the other, but it is better to have one on each car.

In order to lift the coupling-link B away from the hook C to uncouple the cars, a lever, L, is so situated that its inner end *l* will lie flat on the shank of the coupling-hook, behind the hook proper, substantially as represented, and in this position, when the cars are close together, so that the draught on the coupling-link is relieved, its end will rest over the end of the lever L. Then, by depressing the outer end of the lever, its inner end *l* will raise the link above the hook, allowing it to uncouple. The lever L can be operated by the foot, and a notched standard, *m*, at its side, serves to hold the outer end up until it is required to uncouple, when the foot placed on the outer end depresses that end of the lever.

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

The combination and arrangement of the bunter G, shaft E, arm *a*, cage D, coupling-link B, and hook C, substantially as and for the purpose herein specified.

I also claim the lever L, arranged in combination with the coupling-link B and hook C, substantially as and for the purpose herein set forth.

The above specification of my improved car-coupling signed by me this 18th day of March, 1867.

JUSTIN EBEE.

Witnesses:

J. MAGLAUHLIN,
JESSE B. HUMMEL.