

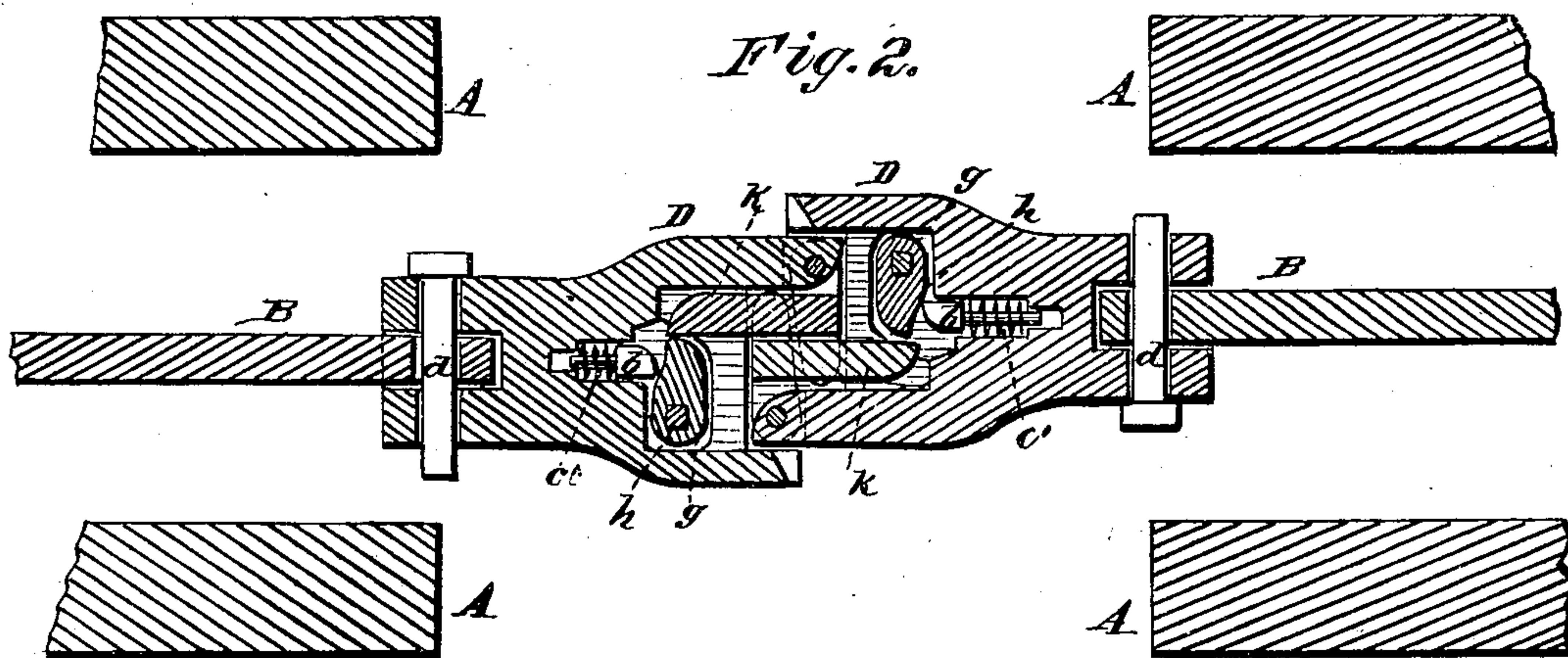
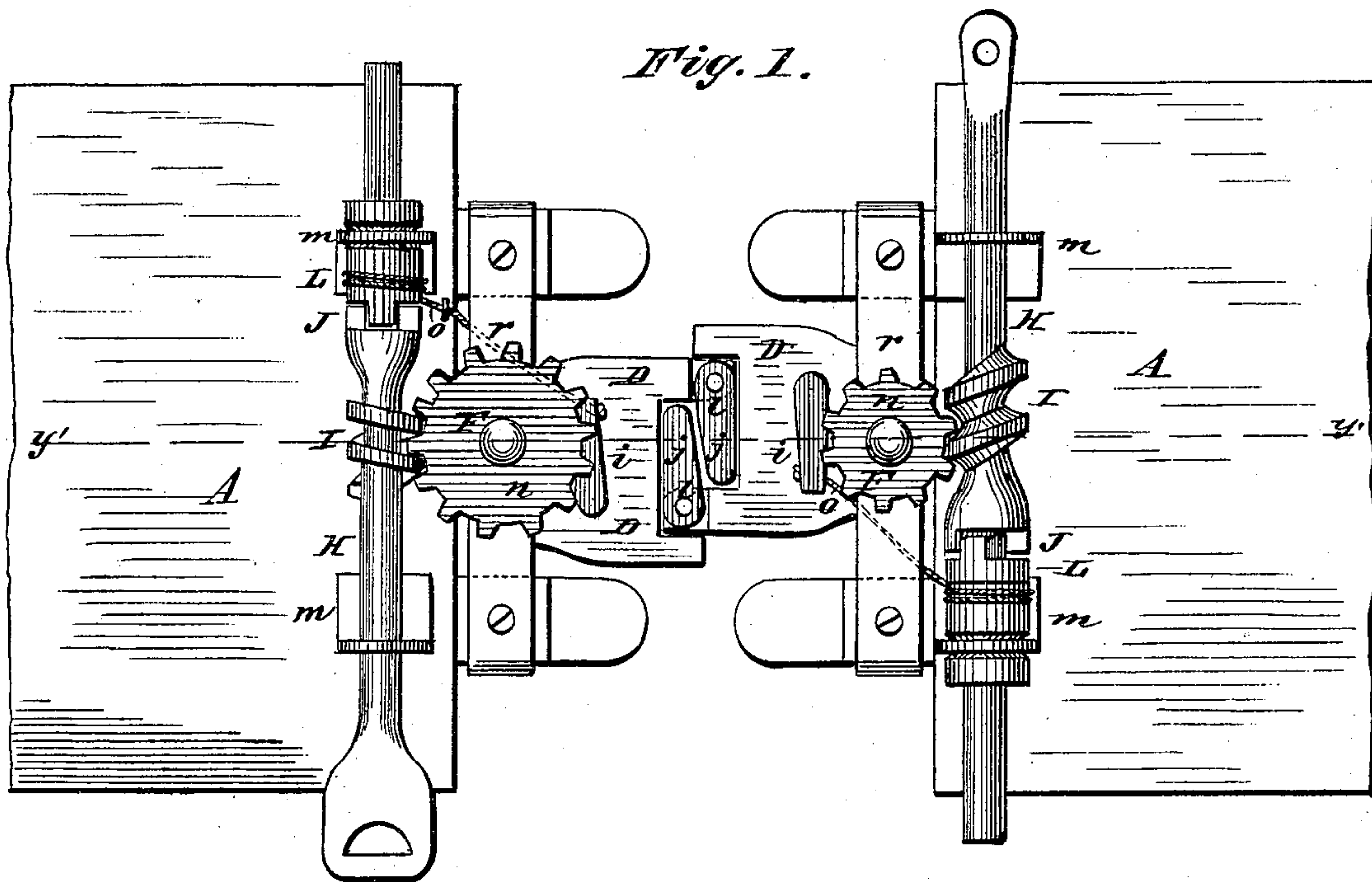
(No Model.)

3 Sheets—Sheet 1.

P. GUIBERT.
CAR COUPLING.

No. 245,293.

Patented Aug. 9, 1881.



WITNESSES

Adm. G. Dietrich
P. C. Dietrich

By his Attorney

J. L. Johnston

INVENTOR

Peter Guibert

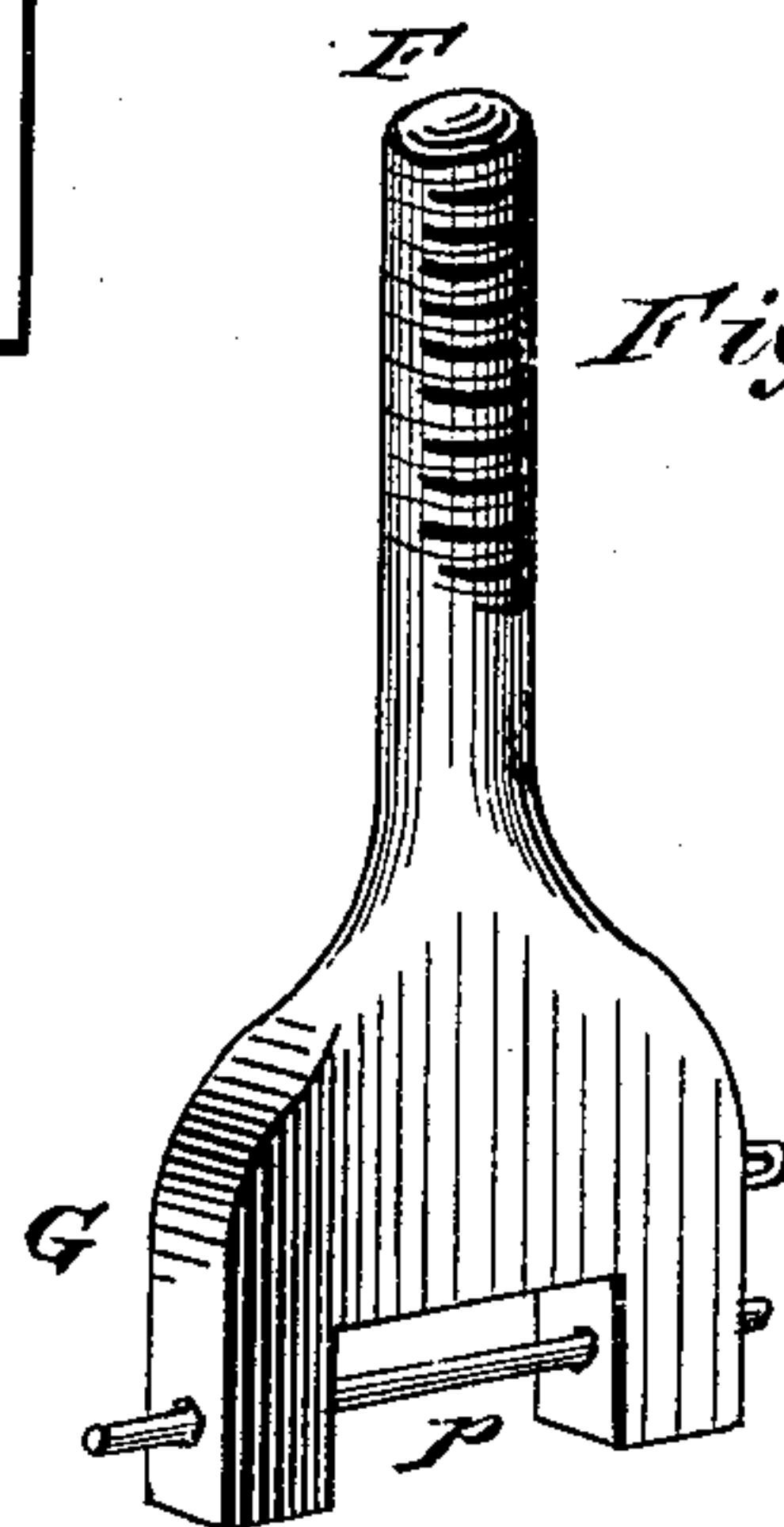
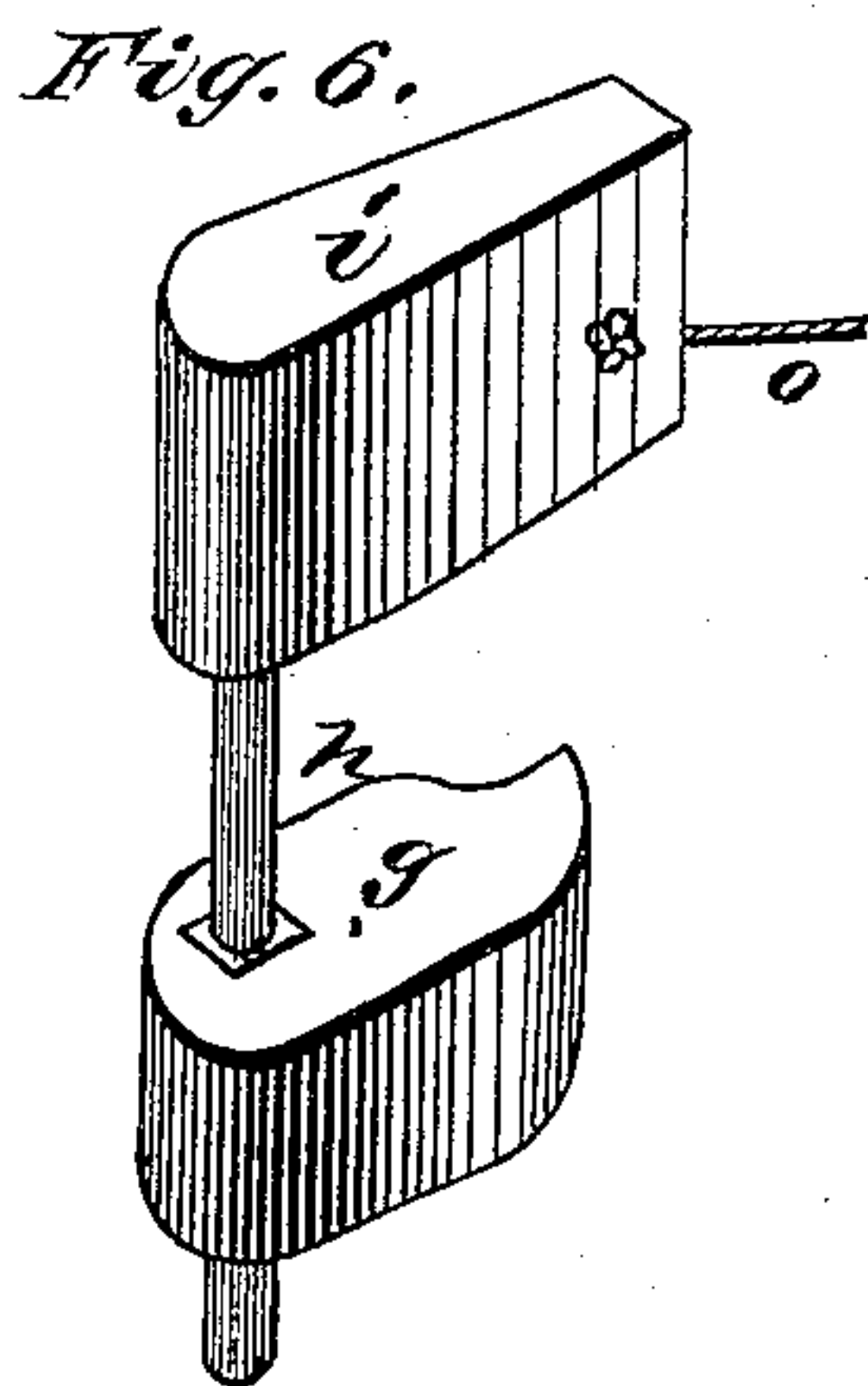
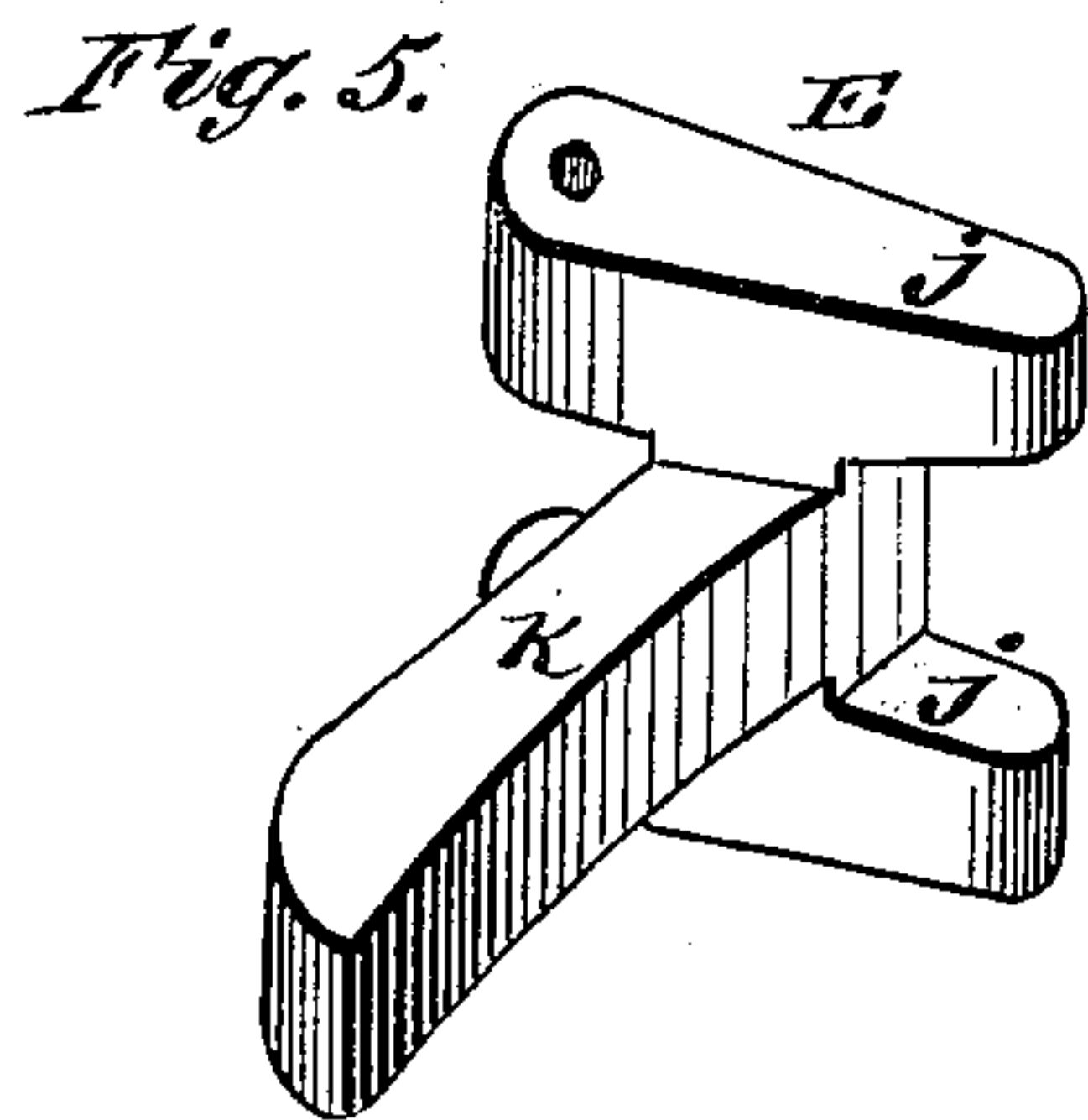
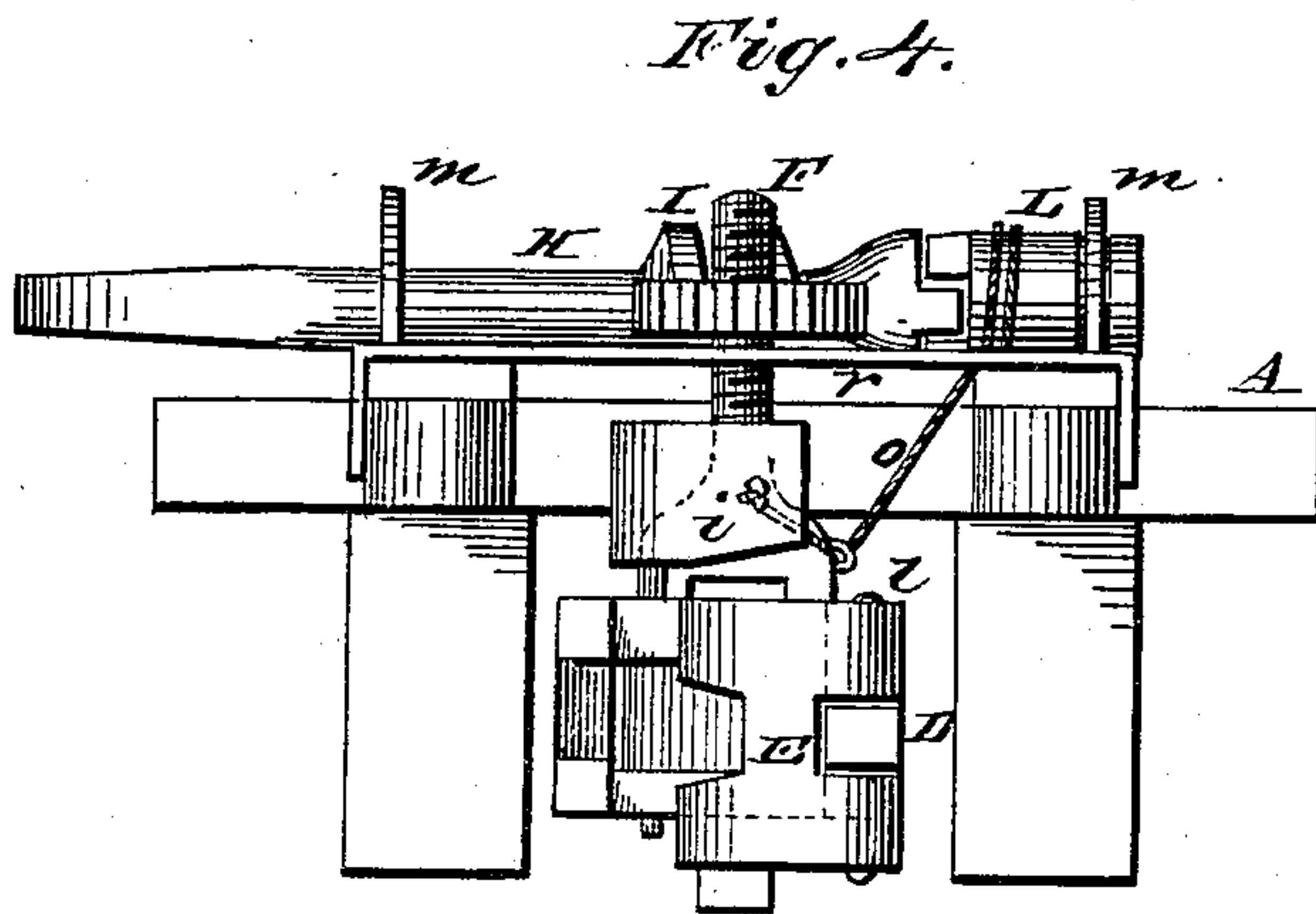
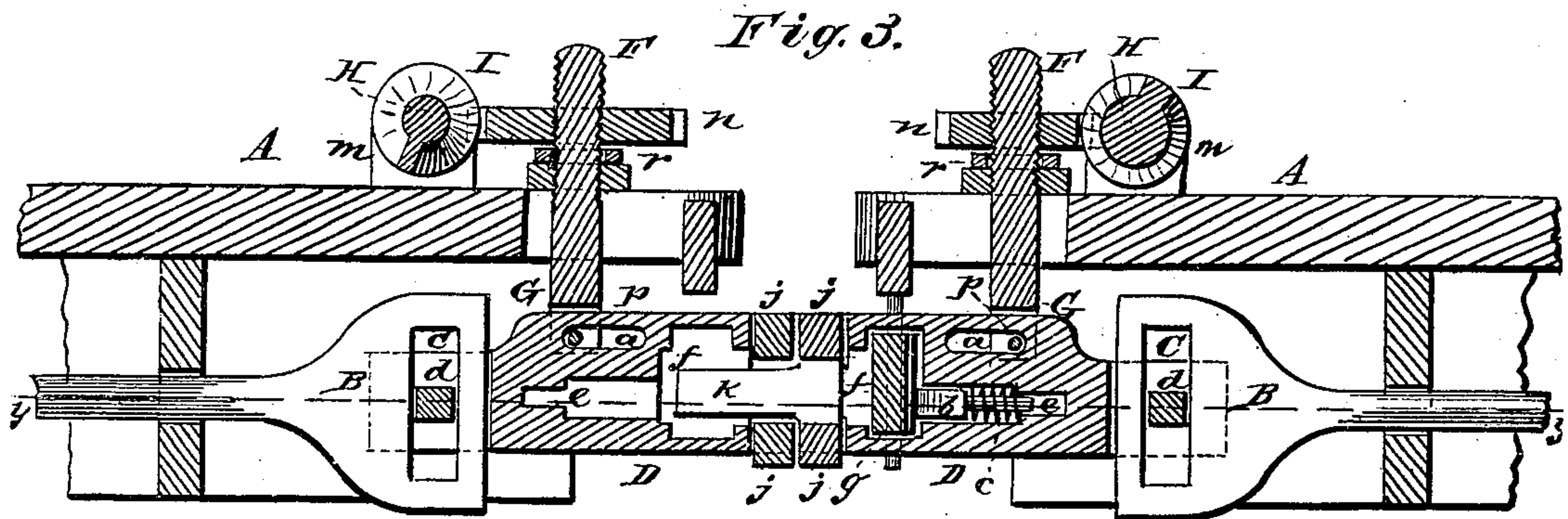
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3 Sheets—sheet 2

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Patented Aug. 9, 1881.



WITNESSES

Fred. L. Dieterich,
P. C. Dieterich.

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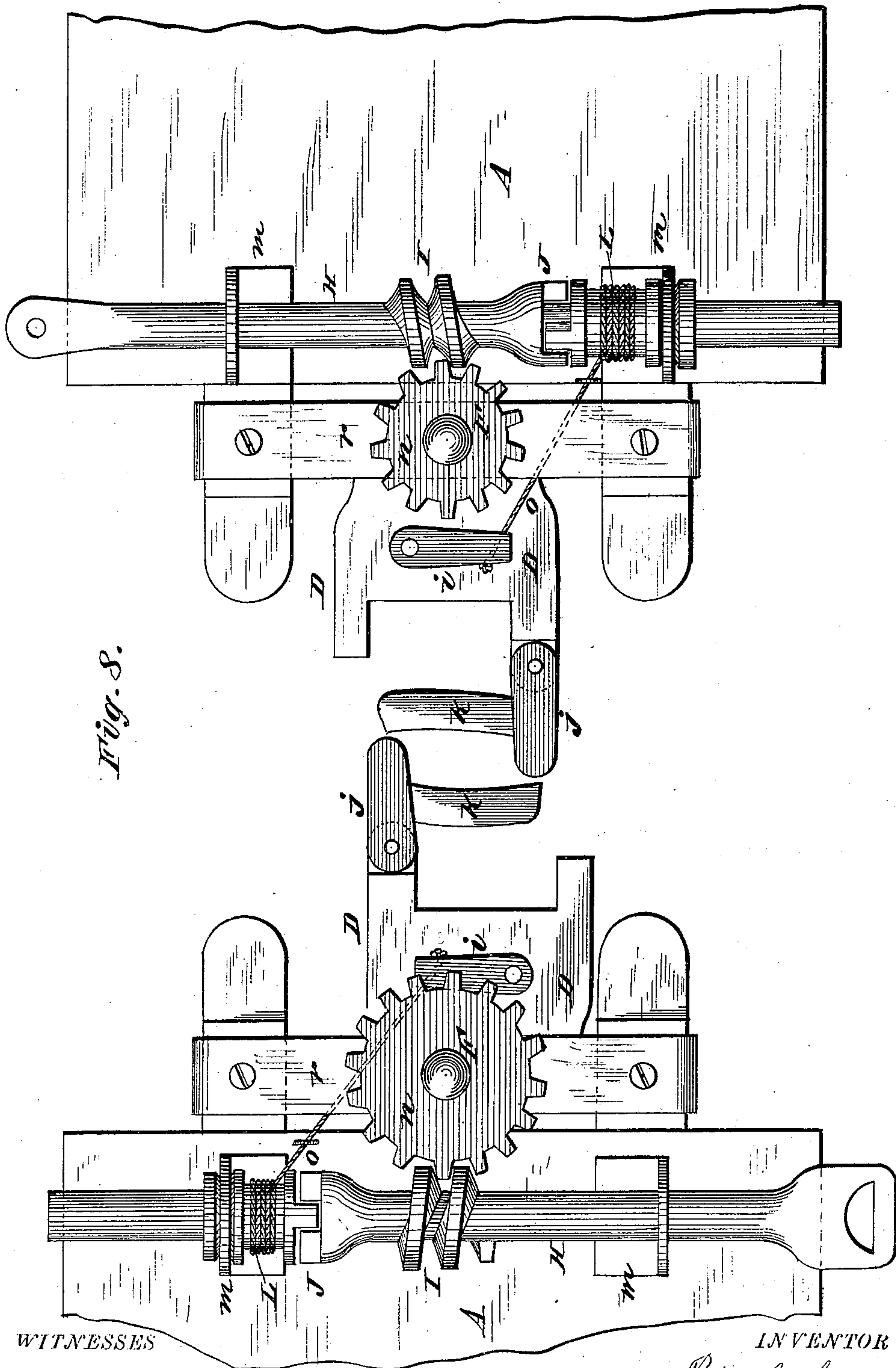
(No Model.)

3 Sheets—Sheet 3.

P. GUIBERT.
CAR COUPLING.

No. 245,293.

Patented Aug. 9, 1881.



WITNESSES

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UNITED STATES PATENT OFFICE.

PETER GUIBERT, OF ALLEGHENY, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 245,293, dated August 9, 1881.

Application filed June 29, 1881. (No model.)

To all whom it may concern:

Be it known that I, PETER GUIBERT, of Allegheny, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Car-Couplings for Railway-Cars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention relates to an improvement in car-couplings for railway-cars; and it consists in the peculiar construction, combination, arrangement, and operation of the several parts hereinafter described.

To enable others skilled in the art with which my invention is most nearly connected to make and use it, I will proceed to describe its construction and operation.

In the accompanying drawings, which form part of this specification, Figure 1 is a top view or plan of my improvement in couplings for railway-cars. Fig. 2 is a horizontal section of the same at line *y* of Fig. 3. Fig. 3 is a vertical longitudinal section at line *y''* of Fig. 1. Fig. 4 is an end view of the same. Figs. 5, 6, and 7 are detail views. Fig. 8 represents the arrangement of the locking-arms of the coupling when adjusted for coupling the cars together.

Reference being had to the accompanying drawings, A represents the platforms of the railway-cars, and are of ordinary construction.

The draw-bar B is attached to the car in the usual manner; but its front end, A', is made broad and furnished with a vertical slot, *c*. The draw-head at its rear end straddles the front end of the part A' of the draw-bar B, and is attached to it by means of a bolt, *d*, which passes through the draw-head and through the slot *c* in the part A' of the draw-bar B, so that the draw-head may be adjusted to different horizontal planes to adapt it to the different heights of the couplings of different cars.

To the draw-head D is attached a hanger, G, by means of a bolt or rod, *p*, which passes through the hanger and through the slot *a* in the upper part of the draw-head, the lower end of the hanger G straddling the draw-head, as will be seen by reference to Figs. 3, 4, and 7. The hanger G terminates in a screw, F, which

passes up through an opening, B', in the platform A, and through a bar, *r*, secured to said platform.

On the screw F is fitted a screw-nut, *n*, having gear-teeth on its periphery, which mesh into the threads or spiral teeth I of the shaft H, which is journaled in a bearing, *m*, secured to the platform A of the car, and in a drum, L, which is journaled in a bearing, *m'*, also secured to said platform.

In the draw-head D are cavities *e* and *f*, which communicate with each other, as shown in Fig. 3. In the cavity *e* is a bolt or locking device, *b*, furnished with a spiral spring, *c'*; and in cavity *f* is pivoted, by means of a rod, *h*, a locking-piece, *g*.

On the upper end of the rod *h*, at right angles to its axis, is a lever, *i*, to which is attached a wire rope or chain, *o*, which is attached to the drum L, which may be revolved with the shaft H by coupling said drum and shaft together by means of a clutch-coupling, J, clearly shown in Figs. 1, 4, and 8.

To the front end of the draw-head D at *l* is pivoted the coupling-arms *j*, having a locking-arm, *k*.

The skillful mechanic, from the foregoing description and by reference to the accompanying drawings, will readily understand the construction and arrangement of the several parts of my improvement. I will therefore proceed to describe the operation, which is as follows: When it is necessary to raise or lower the draw-head to any desired horizontal plane the operator revolves the shaft H, which will cause the threads or teeth I to rotate the nut *n*, which will raise or lower the hanger G and draw-head D in accordance with the direction the shaft H and nut *n* are revolved. In coupling the cars the coupling-arms *j* of the draw-heads D are placed in the position shown in Fig. 8. The cars moving toward each other, the locking-arms *k* strike against each other and move back into the cavities *f f* in the draw-heads D, which will cause the coupling-arms *j j* to overlap each other, and, pressing one upon the other, will force the locking-arms *k* back into the position shown in Fig. 2. The bolts *b b* will force the locking-pieces *g g* past the inner end of the locking-arms *k k*, and the coupling-arms *j j* will then be in the position relatively to each other,

as shown in Fig. 1, in which position the cars are securely coupled together. The cars are uncoupled by coupling the clutch-coupling J together and revolving the shaft H and drum 5 L, which will cause the wire rope or chain *o* to draw back the levers *i*, which will draw back the locking-pieces *g g*, and thereby release the locking-arms *k k*. The cars can then be drawn apart, which will throw the coupling-arms *j j* 10 into the position shown in Fig. 8.

Having thus described my improvement, what I claim as of my invention is—

15 1. The draw-head D, having bolt *b*, locking-piece *g*, lever *i*, pivoted coupling-arms *j*, and locking-arm *k*, constructed, arranged, and operating substantially as herein described; and for the purpose set forth.

2. The draw-head D, having bolt *b*, locking-piece *g*, lever *i*, pivoted coupling-arms *j*, and locking-arm *k*, in combination with the drum 20 L, wire rope or chain *o*, and shaft H, substantially as herein described, and for the purpose set forth.

3. The combination of the draw-bar B, draw-head D, hanger G, having screw F, nut *n*, and 25 shaft H, having threads or teeth I, constructed, arranged, and operating substantially as herein described, and for the purpose set forth.

PETER GUIBERT.

Witnesses:

A. C. JOHNSTON,
WM. JOHNSTON.