

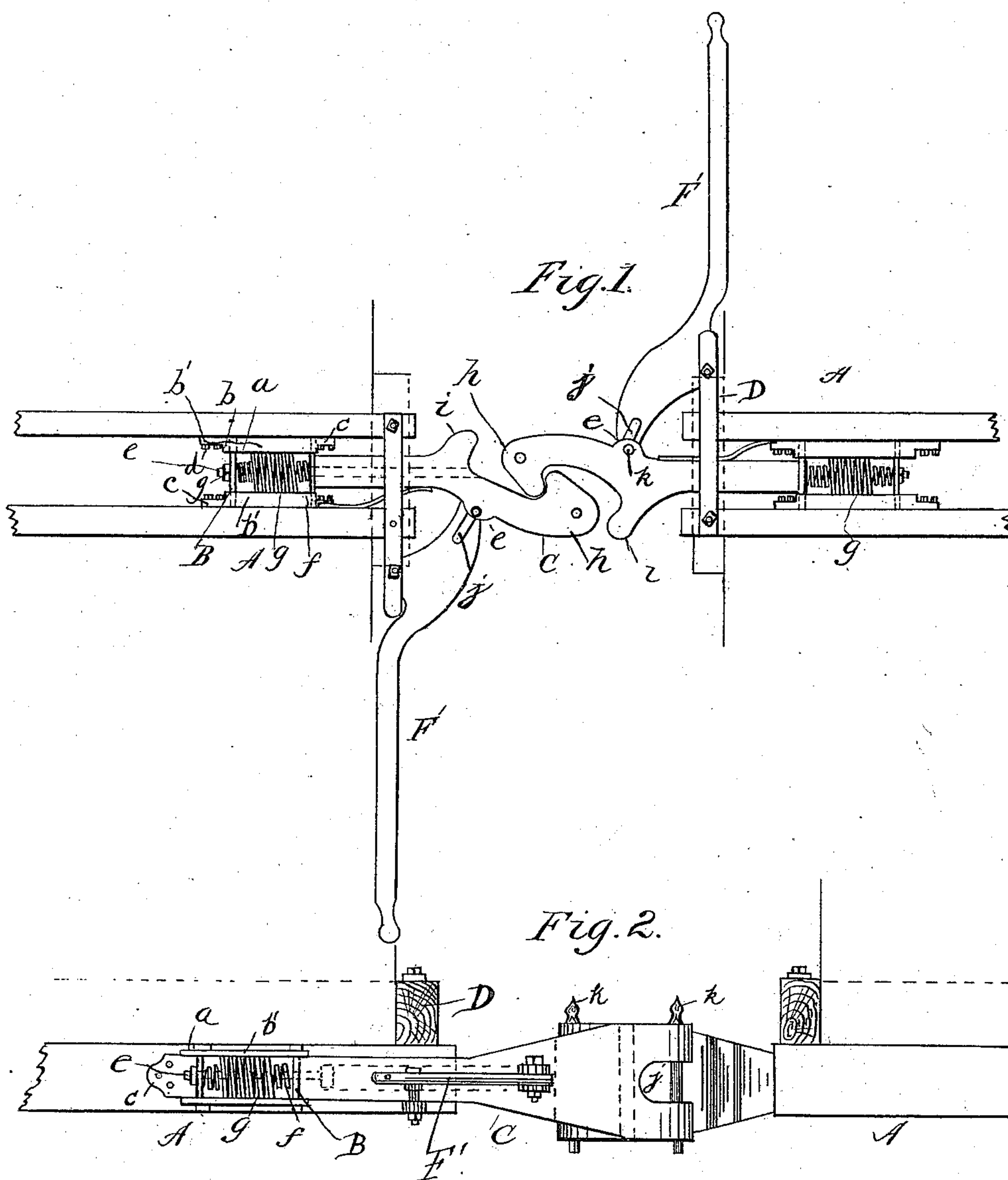
(No Model.)

A. J. JOURDE.

CAR COUPLING.

No. 309,229.

Patented Dec. 16, 1884.



WITNESSES
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UNITED STATES PATENT OFFICE.

ALFRED JOHN JOURDE, OF HARRISBURG, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 309,229, dated December 16, 1884.

Application filed July 17, 1884. (No model.)

To all whom it may concern:

Be it known that I, ALFRED J. JOURDE, a citizen of the United States, residing at Harrisburg, in the county of Harris and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to car-couplings; and it has for its object to provide a device of this character which shall be so constructed as to couple the cars automatically as they are brought together, and one which will securely hold the cars coupled, and yet allow a free movement of the same in turning curves.

A further object of the invention is to provide a coupling which shall be simple in its construction, positive and effective in its operation, and durable in its use.

With these ends in view the invention consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claim.

In the drawings, Figure 1 is a top view of my improved coupling, and Fig. 2 is a side elevation of the same.

In the accompanying drawings, in which like letters of reference indicate corresponding parts in all the figures, A represents the draw-head, upon the inner side faces near the front end of which are provided brackets *a*, which are formed with shoulders *b* at each end, and at their upper and lower ends with an outwardly-extending flange, *b'*. These brackets have ears *c*, which are provided with holes or openings for securing them to the draw-head by means of bolts *d*.

B represents plates or followers, which are located between the brackets *a*, the movement of the forward plate being limited by the shoulders on the forward ends of said brackets, while the movement of the rear plate or follower is limited by corresponding shoulders on the rear ends of the brackets. These plates or followers are each provided with a central hole or opening for the passage of a bolt, *e*. Upon this bolt *e*, between the ends of the brackets and plates B, is mounted a coil-spring, *f*, which bears against said plates or followers, and holds them in their proper position. Inclosing the coil-spring *f* is a somewhat larger coil-spring,

g, the purpose of which will be hereinafter more fully explained. The bolt *e* is screw-threaded at its rear end, which extends through the rear plate or follower, and upon this screw-threaded end of the bolt is a nut, *g*, which bears against the outside of the rear plate or follower. The other end of the bolt is provided with a head, which is seated in an opening in the draw-bar C, the bolt being first placed in said opening of the draw-bar, and then through the openings in the plates or followers. It will thus be seen that when said draw-bar is driven rearwardly it will slide upon the bolt *e* and bear against the forward plate or follower, which will depress the smaller coil-spring on the bolt, and if driven further rearward will depress the large coil-spring. When draft is applied, the draw-bar, by means of its connection with the bolt *e*, will draw the same forward until further movement in that direction is limited by the shoulders of the brackets. It will thus be seen that all jars and shocks will be prevented, and that the coupling operation will be relieved of any straining effect. The forward end of the draw-bar is formed with a hook, *h*, and a slight distance in rear of said hook is provided an outwardly-extending arm or shoulder, *i*, which limits the movement of the draw-bar of the adjacent car when a coupling is to be made. Upon the inner side of the draw-head, and secured between the forward end of one of the brackets and the face of said draw-head, is a flat spring, the forward end of which extends outside of the draw-head and bears against the side of the draw-bar, to prevent any possibility of the cars becoming uncoupled. Extending across the top of the draw-head is a beam, D, upon the outer end of which, and upon the same side that the flat spring is located, is provided a lever, which is pivoted to said beam. The handle of the said lever F' extends a slight distance beyond the side of the car, so that it will be in easy reach of the operator. The lever is provided near its forward end with an elongated slot, *j*, through which passes a bolt, *k*, which also passes through lugs *l*, between which the forward end of the lever is pivoted. It will thus be seen that to uncouple the cars it is only necessary to push said lever rearwardly, which will draw the coupling-hook

forward until the bolt *k* reaches the end of the slot *j*, thus disengaging the coupling-hooks.

The operation of my improved coupling is simple, may be effected without danger to the
5 operator, and the cars may, when desired, be readily and quickly uncoupled with but little trouble.

Having fully described my invention, what I claim as new, and desire to secure by Letters
10 Patent, is—

The combination, with the draw-bar having

brackets, as shown, of a lever pivoted to the side of the car, said lever having an elongated slot at its forward end, through which passes the bolt pivoting it to the draw-bar, as set forth. 15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

ALFRED JOHN JOURDE.

Witnesses:

JAMES ROBERT CADE,
JOHN E. HARE.