

H. WEBSTER.
Car Coupling.

No. 52,097.

Patented Jan. 16, 1866.

Fig. 2.

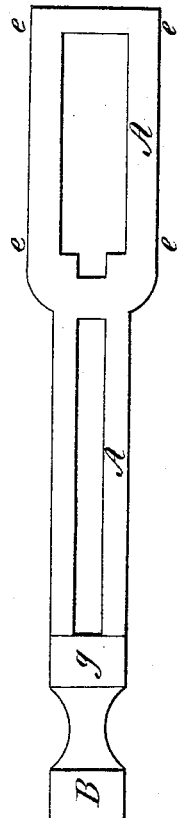


Fig. 1.

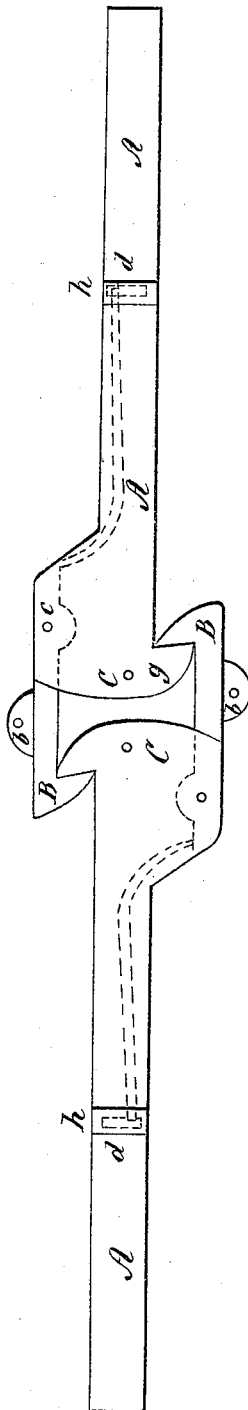
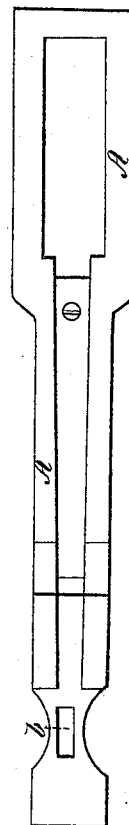


Fig. 3.



Witnesses:

Dan Guptail
Geo. P. Harry,

Inventor:

Hazen Webster

UNITED STATES PATENT OFFICE.

HAZEN WEBSTER, OF ELGIN, ILLINOIS.

IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 52,097, dated January 16, 1866.

To all whom it may concern:

Be it known that I, HAZEN WEBSTER, of the city of Elgin, in the county of Kane and State of Illinois, have invented certain new and useful Improvement in Car-Couplings; 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 accompanying drawings, making a part of this specification, in which—

Figure 1 is a top view; Fig. 2, a side view, and Fig. 3 a reverse side view.

Like letters refer to similar parts in all of the figures.

The nature and object of my invention consists in constructing the draw-bars of car-couplings with hooks on one side B and catches on the other *g*; in providing the draw-bar of an automatic car-coupling with an opening or mouth, so that it can be used with any ordinary coupling, and thereby avoid the necessity of changing the couplings of all the cars on the line of the road at one time; in so arranging and combining the hooks with the draw-bars that a spring or movable hook will take hold of a permanent or fixed catch, so that when two cars having the same coupling are brought together there will be two hooks fastened to two fixed catches, thereby giving double security to the coupling; in so placing the hooks of an automatic car-coupling that the draw-bars can act as bumpers without injury to the hooks or springs and without liability of breaking the connection; and in the several combinations and arrangements of the parts, as hereinafter set forth and claimed.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

With the exception of the head, the draw-bar A is made in any of the known forms and of any suitable material, and is provided with the usual bumper-spring, which may be a spiral or coiled spring, or made of rubber and placed at the rear end.

I make the head of my draw-bar about seven inches in width, and on one side I form a hook or catch, *g*, which extends out about three inches, with a sufficient incline to make it hold the catch *f* on the hook B of the op-

posite draw-bar. On the opposite side of the head I insert the hook B, which is fitted to a cavity made for that purpose, and hinged or pivoted at *c*. The rear end of the hook extends back through the head of the draw-bar A. The hook B extends forward of the pivot *c* about seven inches, and is provided with a catch, *f*, which fits the catch or hook *g* of the draw-bar. On the back of the hook B, I attach a small projection, *b*, by which, with the aid of a chain or cord attached to a windlass-lever, or other suitable device for opening them, may be used. The hook B is returned to its original position and held there by the spring *a*. This spring *a* is fastened firmly to the draw-bar at *h* and extends forward in a straight line till it approaches the head of the draw-bar, when it is turned outward and presses against the rear end of the hook B, thus making a car-coupling which is automatic in its coupling, which gives to the train a double security, as each hook grasps the opposite draw-bar, so that if one breaks or gives way the other will hold, which I believe has not been accomplished by any automatic coupling heretofore known, and one which can be used with a link-coupling, or with a link between the two, in case the hooks should both break, which is not very likely to occur. It is also always in a proper position for operation, as it does not make any difference which end of the car is presented, the hooks and catches are always in a position to catch.

Having thus fully described my invention, I will state that I do not claim the hook B broadly, nor the springs; but

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

1. The catch or hook *g*, when placed at and firmly attached to the side of the draw-bar of a bumper, substantially as and for the purposes set forth.

2. The hook B, provided with a catch, *f*, and placed on the side of a bumper or draw-bar, A, having a fixed catch, *g*, on its opposite side, and arranged to operate in connection with another one similarly constructed.

3. The arrangement and combination of the hooks B and catches *f* and *g*, so that when two

are placed together each will act independent of the other in operation and each spring-hook attach itself to a separate fixed catch.

4. Placing the hooks of an automatic coupling on the side of the draw-bar, so that they will pass the fixed catches and allow the draw-bars to act as bumpers without interference from or injury to the hooks and without re-

leasing the coupling, all of the several parts and combinations being substantially as and for the purposes set forth and specified.

HAZEN WEBSTER.

Witnesses:

L. L. BOND,

E. A. WEST.