

(No Model.)

W. P. LAMP.
CAR COUPLING.

No. 492,029.

Patented Feb. 21, 1893.

Fig. 1.

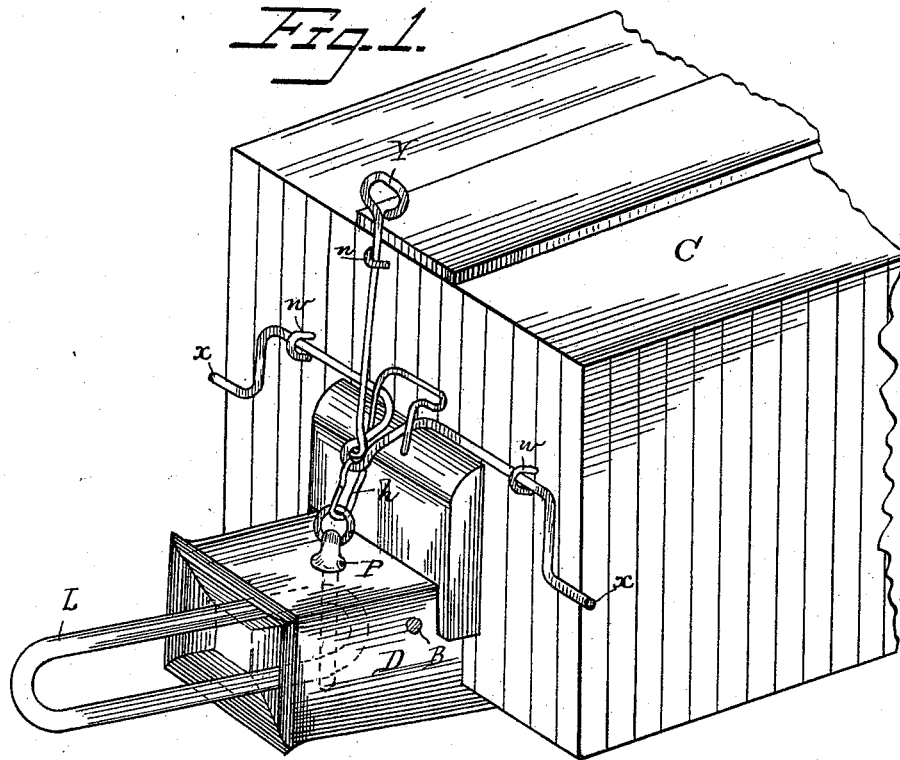


Fig. 2.

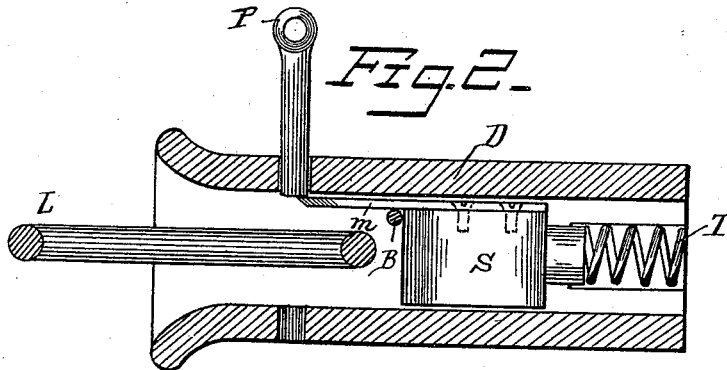
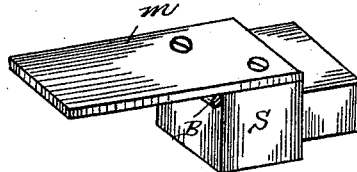


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM P. LAMP, OF BROWNSVILLE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 492,029, dated February 21, 1893.

Application filed April 22, 1892. Serial No. 430,206. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. LAMP, of Browns-ville, in the county of White and State of Illinois, have invented certain new and useful Improvements in Car-Coupling De-
vices; and I do hereby declare the following to be a full, clear, and exact description of the in-
vention, such as will enable others skilled in the art to which it appertains to make and
use the same.

The special object of my invention is to make a car-coupler couple automatically, and uncouple easily from the car on either side thereof or from the top of said car with perfect safety to the brakeman during the operation.

Figure 1 of the drawings is a perspective view of the end of a car and drawhead with my invention applied, and the invention may be applied in the same manner to a flat car without attaching to it the vertical rod Y. Fig. 2 is a longitudinal vertical section of the drawhead. Fig. 3 is a perspective view of the pin supporting slide.

In the drawings C represents a car and D its drawhead secured in any manner preferred. In a longitudinal hole in the drawhead extending inwardly from the mouth, I arrange a slide S, pressed forward by a spiral-spring T, and held in proper position to support the pin P by a lateral bar B passing under the projecting metal plate M attached to the upper side of the slide S in any suitable manner. The coupling pin P passes through the hole in the top of the draw-head and rests upon the metal plate in thus being held in upright position.

Y is a vertical rod connected with the horizontal lever X X extending through a staple to the top of the car being provided with a handle at its upper end to enable the brakeman, while on top of the car, to raise the coupling pin P.

X X is a horizontal lever passing through guide staples W W and attached to the coupling pin P by the connecting link N thus enabling the brakeman to couple or uncouple the cars from either side of the car. It will be seen that when the slide S and projecting metal plate M are pressed back by the coupling-pin L there is no support for the pin P and it must necessarily fall into the link L, and the said link L is held in a rigid and horizontal position having its rear end pressed tightly against the pin P by the spring slide S. When the slide S is not pressed back by the link then it is held in the proper position to support the pin P being pressed against the cross bar B by the spring T.

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

1. In a car coupling, the combination with the recessed drawhead, of the longitudinally movable slide S having secured to its upper side the forwardly projecting plate M, the cross-bar B secured transversely in the drawhead forward of the slide S, and beneath the projecting plate M, and the coiled spring T arranged in rear of said slide substantially as shown and described.

2. The combination with the coupling pin P of the link N and the looped horizontal lever X X and the vertical rod Y attached to loop of said lever X X as in and for the purposes herein and before described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM P. LAMP.

Witnesses:

NATHANIEL HOLDERLY,
F. W. WINNER.