

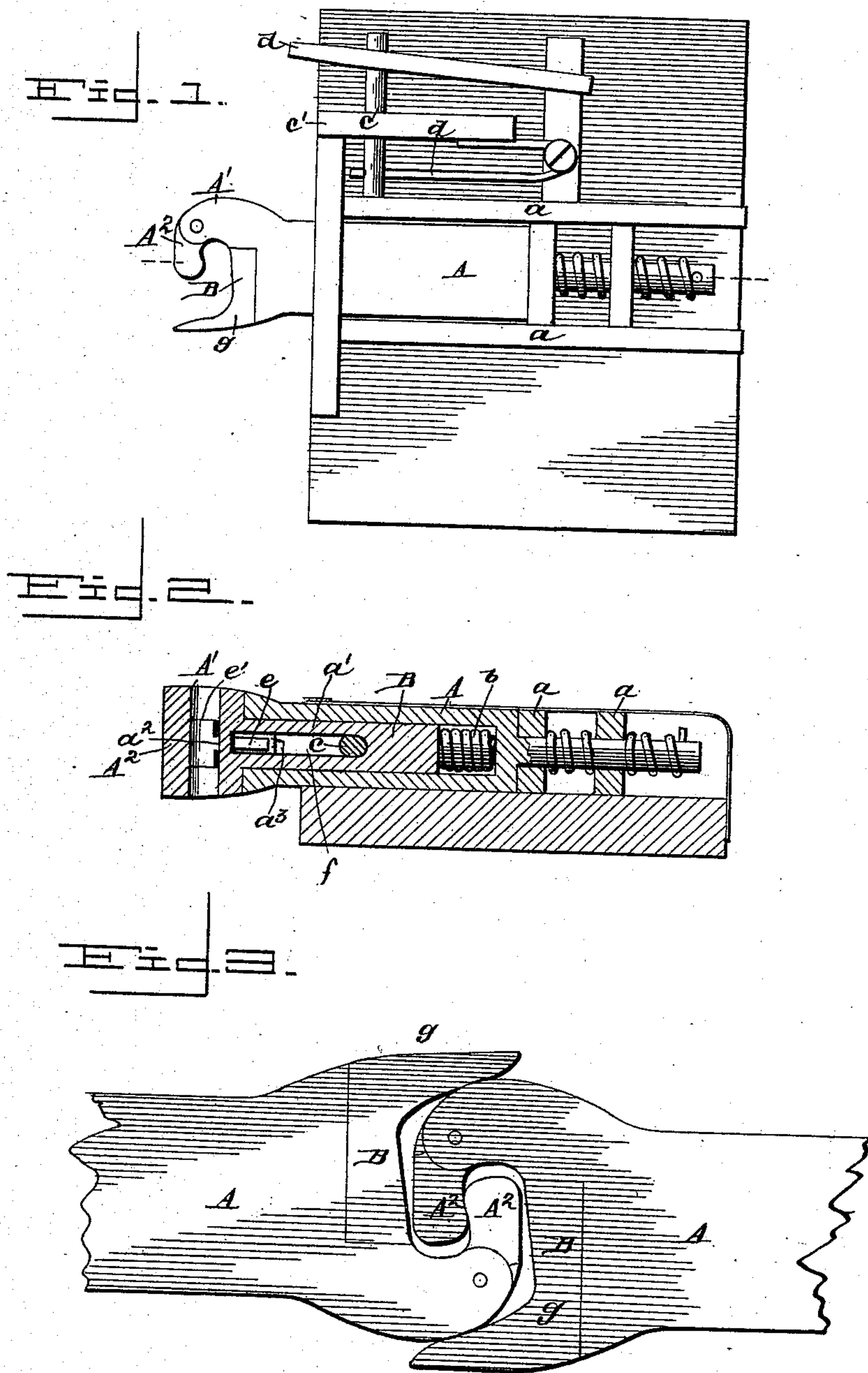
(No Model.)

P. CAMPBELL.

CAR COUPLING.

No. 412,597.

Patented Oct. 8, 1889.



WITNESSES

Walter N. Humphrey.
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UNITED STATES PATENT OFFICE.

PETER CAMPBELL, OF CARROLLTOWN, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 412,597, dated October 8, 1889.

Application filed April 12, 1889. Serial No. 306,929. (No model.)

To all whom it may concern:

Be it known that I, PETER CAMPBELL, a citizen of the United States of America, residing at Carrolltown, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain improvements in car-couplings, having for their object to facilitate the coupling and uncoupling of the cars, while it avoids the necessity of the operator passing in between the cars to effect the coupling and uncoupling operations, as will appear from the following description and accompanying illustrations, in which—

20 Figure 1 is an inverted plan view of my improved car-coupling. Fig. 2 is a longitudinal section of the same, and Fig. 3 is a detail view of the principal parts.

In the embodiment of my invention I employ, as usual, a spring-cushioned buffer-bar A, which is suitably inclosed and positioned in the support or casting *a*, so as to have the required limited longitudinal play or movement to break concussion as two such buffers come together in coupling the cars.

30 The buffer-bar A has at its outer end, at one side, a horn or extension A', while sliding in a chamber therein is a follower B, having its inclosed stem portion *a'* cushioned upon or in a spring *b*, suitably disposed in the said chamber of the buffer-bar. The stem portion *a'* of the follower B has at one side a rib or guide *a²* sliding in a groove *a³* in the buffer, thus keeping the follower in position. The outer portion of the follower, when the cars are coupled, rests squarely against the outer end of the buffer A at one side of and inward from the outer end of the horn or extension A' of the buffer, being thus held against the action of the spring *b* by a pendant or pin *c*. The pendant or pin *c* is cushioned upon a spring *d*, suitably held in position, whose action depresses it to cause the pin or pendant, after its release, to automatically engage and hold the follower in its retracted position. The pin or pendant *c* is held in suitable guides *c' c'*, fastened to the end

of the car, and is manipulated by means of a suitable hand-lever *d*, arranged near the side of the car-platform, as shown, where it can be readily reached without requiring the operator to pass in between the cars for coupling or uncoupling the cars. The horn or extension A' has articulated or pivoted in its extreme outer end a leaf or hook A², which is provided with an arm *e*, standing at about a right angle thereto, and working in a recess *e'* in the buffer-bar A and engaging the stem *a'* of the follower B through a slot *f* in said stem. The follower B has at one side of its face a forward extension or offset *g*, from which it will be seen that by engagement therewith of its counterpart an interlocking action will take place between the respective leaves or hooks A². The leaf or hook A, it will be observed, when standing outward, as is the case when the cars are not coupled, will, when the hook or leaf of the approaching buffer strikes the follower, now in its projected position, be carried inward and be caused to interlock with the hook of said approaching buffer or draw-head and automatically effect the coupling of the cars. The buffer-bar at the same time will be moved inward, carrying with it the arm *e* of the leaf or hook A² and be automatically engaged by the spring-pressed pin *c*, which will thus lock the follower in its retracted position and the leaf at right angles to the horn or extension A' of the buffer or drawer, thus effectively securing or coupling the buffers or draw-heads together.

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

1. The car-coupling having at one end of the buffer or draw-bar a hinged or pivoted leaf or hook having an arm standing proximately at right angles to said leaf or hook, in combination with the spring-pressed follower actuating said leaf or hook through said arm, substantially as set forth.

2. The combination of the draw-bar or buffer having the hinged or pivoted leaf or hook having an arm extending about at right angles to said hook or leaf, the spring-pressed follower having at one end, at one side, a for-

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ward projection or extension, and the holding-pin and its lever, said pin engaging the follower, substantially as set forth.

3. The car-coupling having the draw-bar
5 or buffer provided with a hinged leaf or hook having an arm standing at right angles to said hook, in combination with the follower having at its forward end a projection or extension and at one side a rib or guide sliding
10 in a groove in the draw-head, together with

means to hold said follower in position, said follower actuating said leaf through its said arm, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

PETER CAMPBELL.

Witnesses:

PHILIP J. DIETRICK,
ALEX. GRIEFF.