

(No Model.)

H. F. CAMP.
CAR COUPLING.

No. 604,227.

Patented May 17, 1898.

Fig. 1.

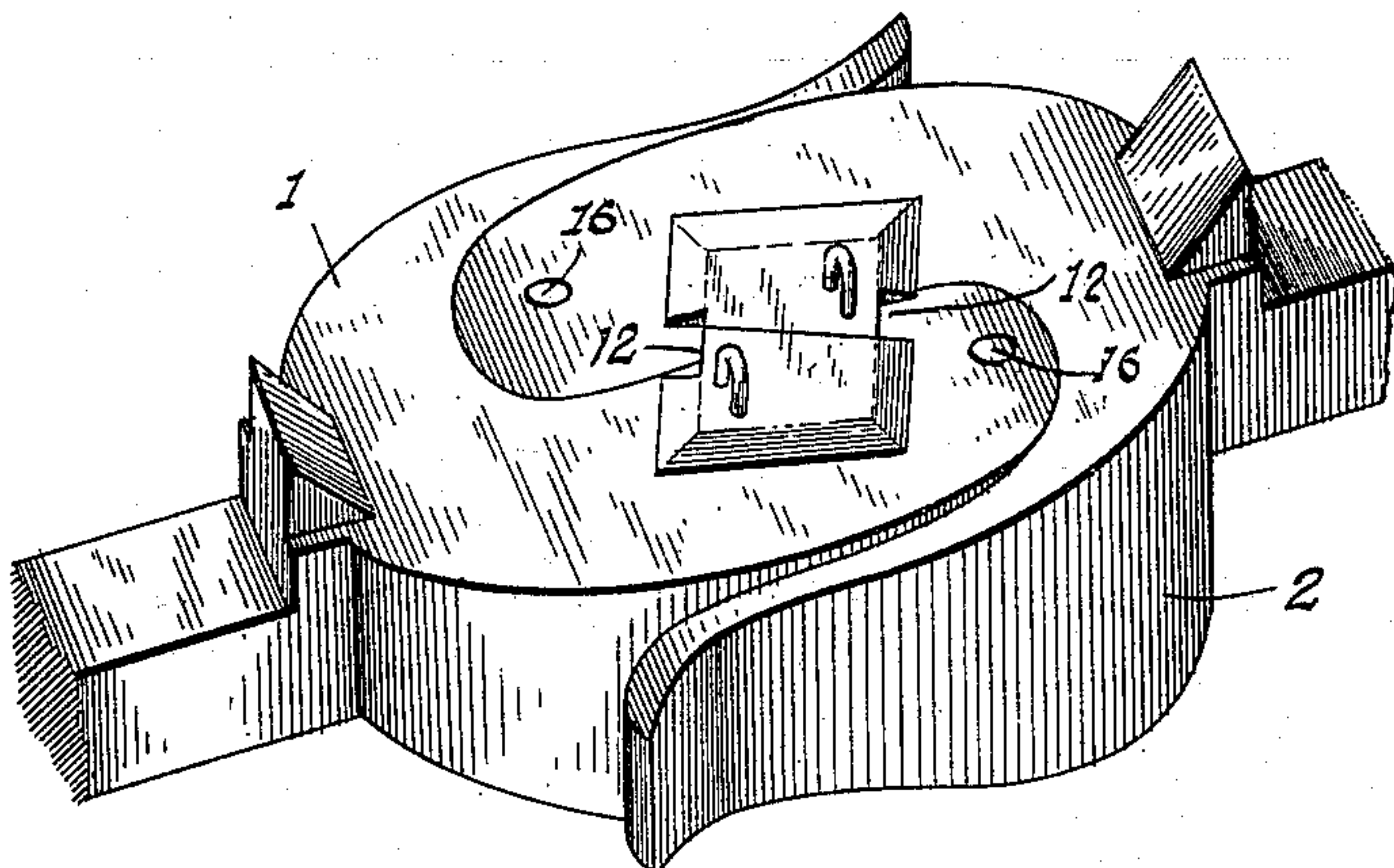


Fig. 2.

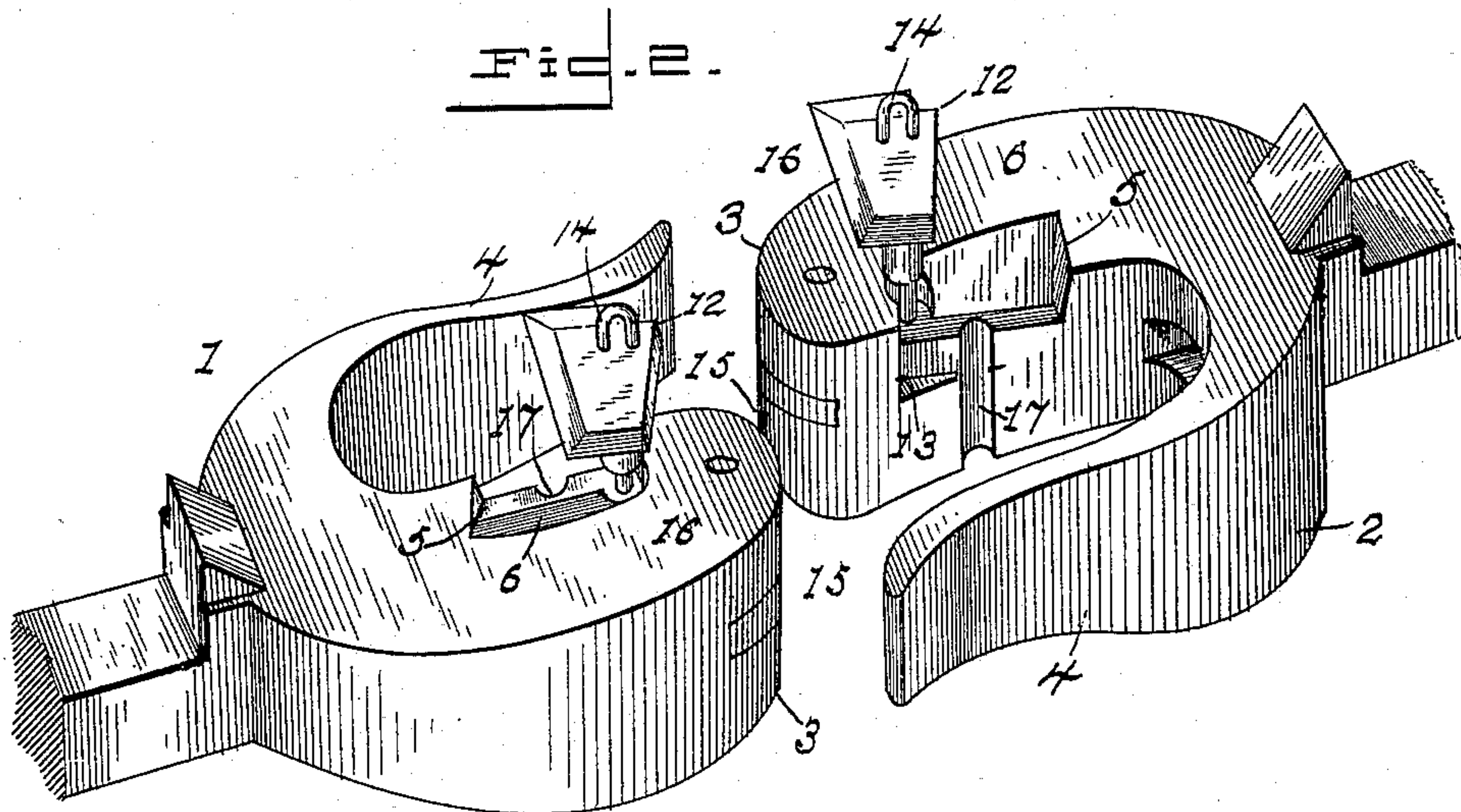
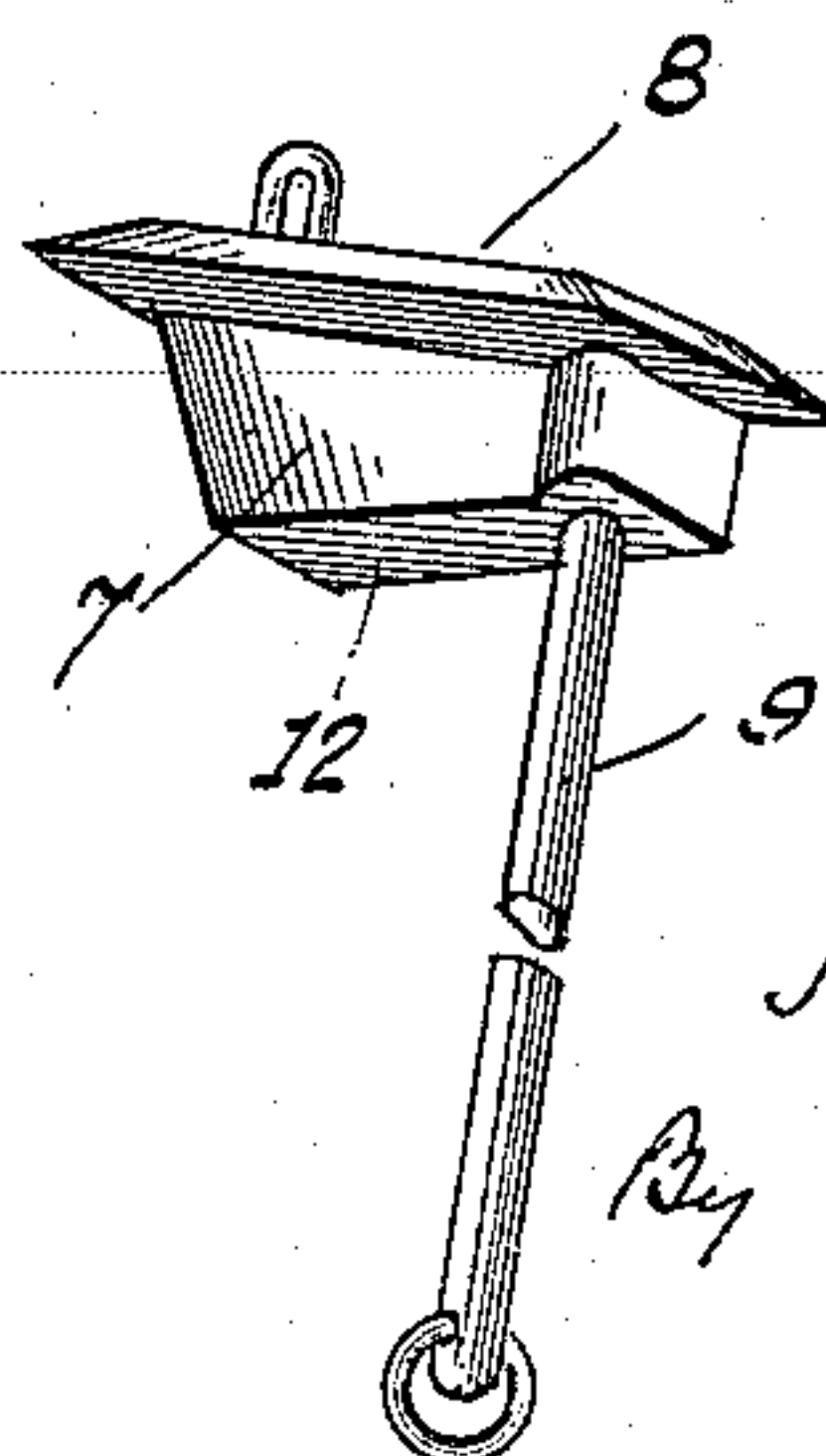


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

HARRY F. CAMP, OF CARPENTER, PENNSYLVANIA, ASSIGNOR OF ONE-HALF
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 604,227, dated May 17, 1898.

Application filed September 14, 1897. Serial No. 651,635. (No model.)

To all whom it may concern:

Be it known that I, HARRY F. CAMP, a citizen of the United States, residing at Carpenter, in the county of Lycoming and State of Pennsylvania, have invented certain new and useful Improvements in Automatic Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in automatic car-couplings; and the object is to provide a simple, effective, and reliable device of this class.

To this end the invention consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a perspective view of my improved car-coupling as it appears with the draw-heads coupled. Fig. 2 is a similar view with the draw-heads uncoupled, and Fig. 3 is a perspective detail of one of the coupling-blocks detached from its draw-head.

1 and 2 represent the oppositely-disposed draw-heads, and, as one is a facsimile or exact counterpart of the other, the description of one will of course answer for both.

3 represents the rounded end of the draw-head, and 4 the approximately parallel guard-arm, the space between them forming a recess for the reception of the corresponding end 3 of the opposite draw-head.

5 represents a rectangular recess formed in the upper face of the draw-head, and its longitudinal wall 6 is beveled to form a sliding seat for the contiguous face 7 of the coupling-block 8, which is mounted on a pin 9, having a vertical and an oscillating movement in an orifice 11 in the forward end of said recess,

so as to permit said block to snugly fit said recess, and its forward end 12 projects into the recess 13 when the cars are coupled, as shown in Fig. 1.

14 represents a staple or screw-eye on the coupling-block, and from it a chain or wire rope (not shown) extends to a convenient lever fixed on the end of the car, so that the cars may be uncoupled from the roof or side without the danger of going in between them.

15 represents a horizontal slot in the rounded end of the draw-head, and 16 a vertical hole to receive the ordinary link and coupling-pin when my improved coupling is coupled to a car having the ordinary link and pin.

17 represents a vertical semicircular recess formed in the inner face of the draw-head, and a corresponding aligned recess is formed in the contiguous face of the opposite draw-head, the two recesses forming a circular orifice for the reception of a cylindrical coupling should the usual coupling-blocks become damaged or destroyed.

It will be observed that the ring 18 in the lower end of the pin 9 limits the vertical movement of the coupling-block 8 to prevent it entirely leaving the recess 5, so that when the draw-heads come together the block will rise, and by reason of its beveled side coming in contact with the oppositely-beveled wall of the recess will slide back again and lock the draw-heads. When the cars are coupled, there is sufficient play longitudinally between the draw-heads to permit the cars to round the usual curves of the track.

Although I have particularly described the construction of my improved car-coupling, I do not wish to be confined to the same, as it is evident that various modifications may be resorted to without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

An improved automatic car-coupling comprising the approximately U-shaped draw-

head having one of its arms formed with the rectangular recess 5 having the beveled wall 6 and vertical orifice 11 in combination with the gravity coupling-block 12 formed
5 with the beveled face 7 and provided with the vertical pin 9 journaled in said orifice 11 in the draw-head so as to permit of a vertical and an oscillating movement of said coup-

ling-block in said draw-head, substantially as shown and described. 10

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

HARRY F. CAMP.

Witnesses:

N. B. PARSONS,

CHA. A. BIDDLE.