

(No Model.)

W. P. LAMP.
CAR COUPLING.

No. 492,029.

Patented Feb. 21, 1893.

Fig. 1.

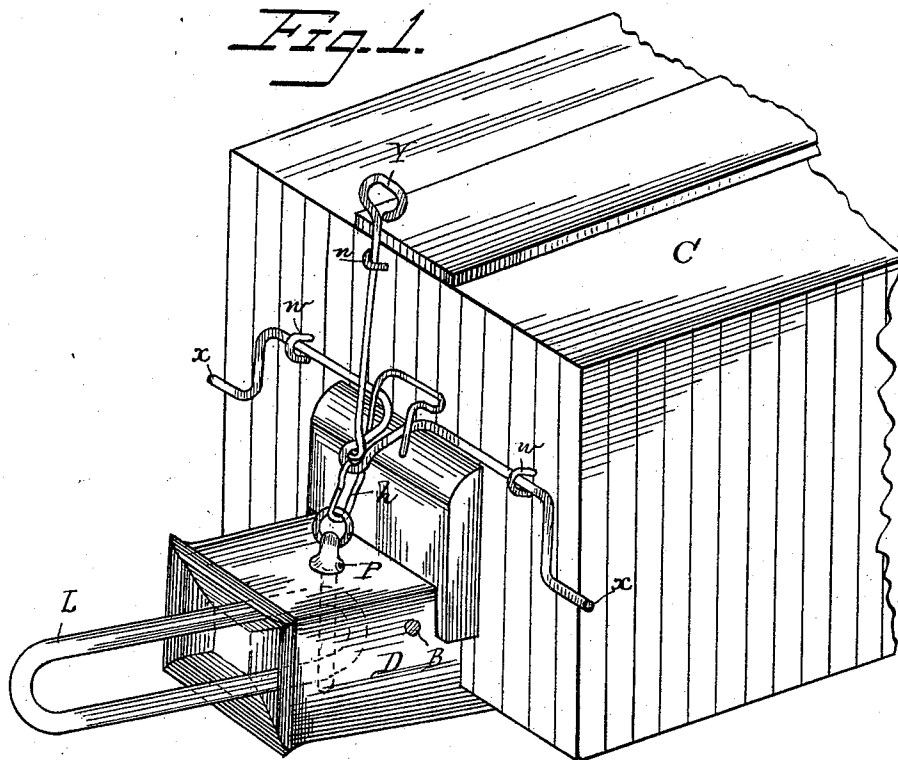


Fig. 2.

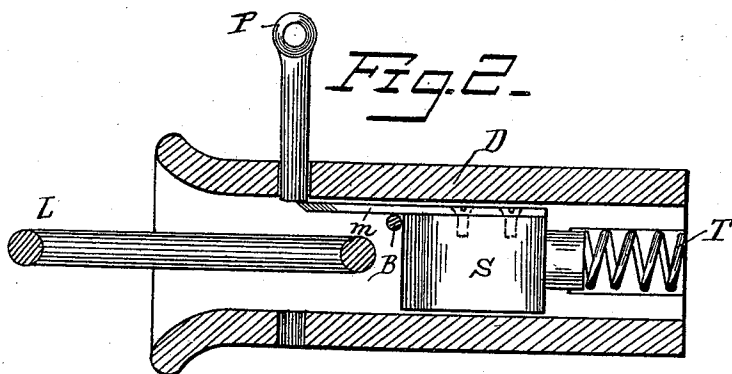
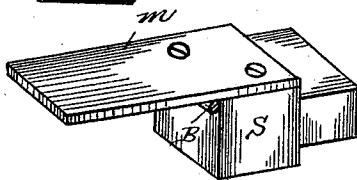


Fig. 3.



Witnesses
Albert Popkin
John Johns &

Inventor
W. P. Lamp
Clark & Johns

Attorney S

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
Brownsville, in the county of White and State
of Illinois, have invented certain new and
5 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
15 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 per-
25 fect safety to the brakeman during the opera-
tion.

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
30 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.

25 In the drawings C represents a car and D
its drawhead secured in any manner preferred.
In a longitudinal hole in the drawhead ex-
tending inwardly from the mouth, I arrange
a slide S, pressed forward by a spiral-spring
30 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 up-
per side of the slide S in any suitable man-
ner. The coupling pin P passes through the
35 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 hori-
zontal lever X X extending through a staple
40 n to the top of the car being provided with a
handle at its upper end to enable the brake-
man, while on top of the car, to raise the coup-
ling pin P.

X X is a horizontal lever passing through
guide staples W W and attached to the coup- 45
ling pin P by the connecting link N thus en-
abling 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 coup- 50
ling-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 hori-
zontal position having its rear end pressed
55 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 60
I claim as new, and desire to secure by Let-
ters Patent, is—

1. In a car coupling, the combination with
the recessed drawhead, of the longitudinally
movable slide S having secured to its upper 65
side the forwardly projecting plate M, the
cross-bar B secured transversely in the draw-
head forward of the slide S, and beneath the
projecting plate M, and the coiled spring T
arranged in rear of said slide substantially as 70
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 75
herein and before described.

In testimony whereof I have signed this
specification in the presence of two subscrib-
ing witnesses.

WILLIAM P. LAMP.

Witnesses:

NATHANIEL HOLDERLY,
F. W. WINNER.