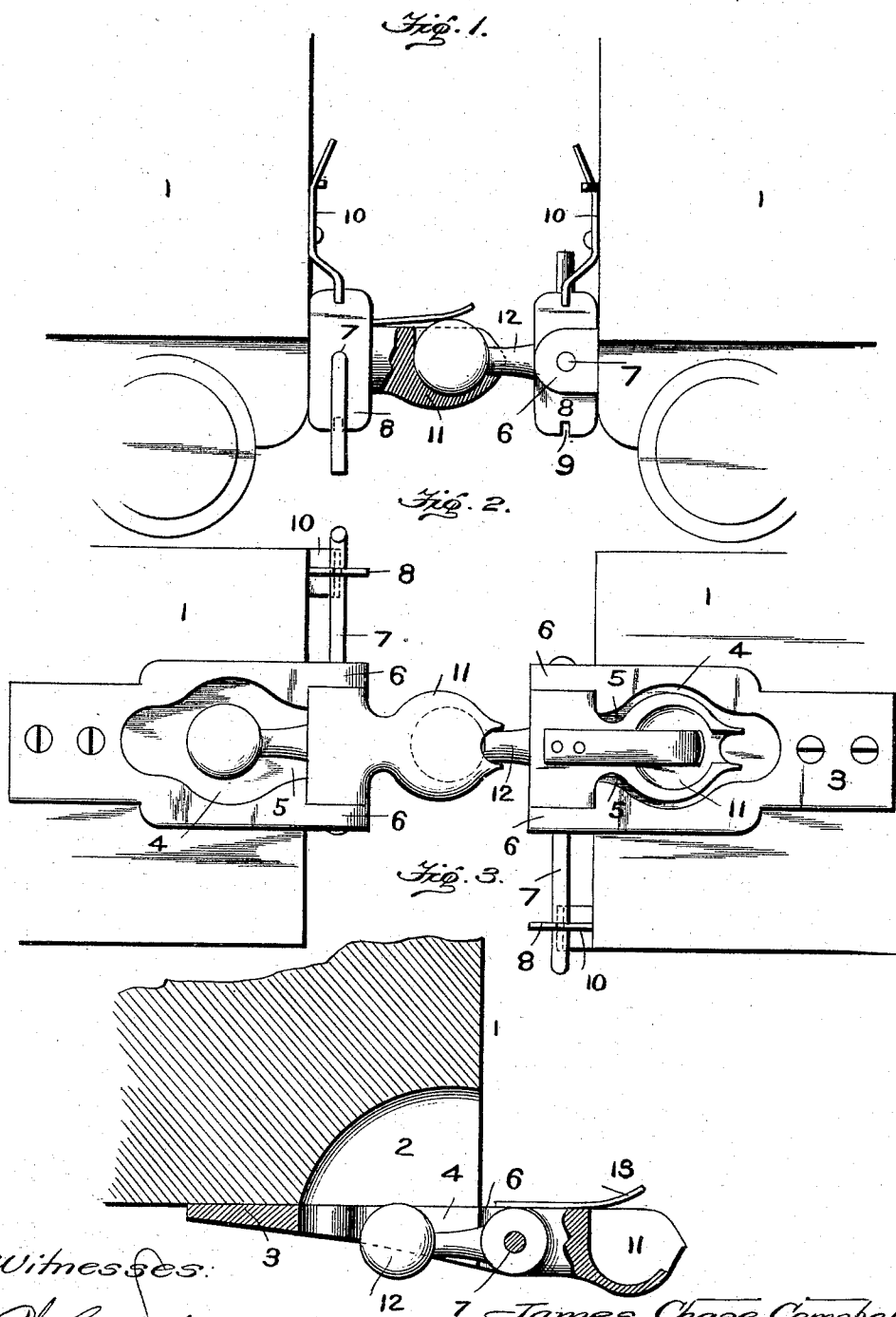


(No Model.)

J. C. CAMPBELL.
CAR COUPLING.

No. 497,047.

Patented May 9, 1893.



Witnesses:

Wm. C. Shiller
May E. Moore

James Chase Campbell
Inventor

Wm. J. Moore
Att'y.

UNITED STATES PATENT OFFICE.

JAMES CHASE CAMPBELL, OF BATH, MAINE, ASSIGNOR OF ONE-HALF TO
JAMES D. ROBERSON AND JAMES D. ROBINSON, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 497,047, dated May 9, 1893.

Application filed February 16, 1893. Serial No. 462,588. (No model.)

To all whom it may concern:

Be it known that I, JAMES CHASE CAMPBELL, a citizen of the United States, residing at Bath, in the county of Sagadahoc and State of Maine, have invented certain new and useful Improvements in Car-Couplings; and I do hereby 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 car couplings, and the objects of my invention are to provide a coupling which will be automatic in action and thereby avoid the danger usual to attendants in passing between the cars; which will dispense with the link and pin usually employed and combine in each equipment of a car a draw head and bar; which will be reliable and efficient in operation and simple, durable and inexpensive in construction.

The invention consists of a car coupling embodying novel features of construction, combination and adaptation of parts for service all as herein shown and described and claimed. Figure 1 represents a side elevation of two cars coupled with my improved couplers. Fig. 2 represents a bottom plan view thereof, and Fig. 3 represents a vertical longitudinal sectional view of the coupling.

Referring by numerals to the drawings—1 designates the cars of a well known construction and at each end provided with a recess 2, and below the said recess is placed the frame or casting 3, having the circular opening 4, reduced at 5 and having the bearings 6, the whole forming an open frame. In the bearings of said frame is mounted the shaft 7, carrying the plate 8, having at each end a notch or kerf 9, adapted to be engaged by the catch or detent 10 pivoted on the car, and the shaft carries the cup shaped draw-head 11 at one end and the round headed draw-bar 12 at the other end, and a flat spring 13 rests over the draw-head to prevent the head of the draw-bar from leaving the head when the cars are coupled. From this construction it will

be seen that each car is equipped with a combined draw head and draw bar and that the shaft can be turned and locked to present either the draw head or bar as circumstances require and the draw head of one car will enter the draw head of the other car as is evident.

It will be seen that I provide a car coupling which can be applied at a comparatively low price and which is automatic in action; which dispenses with the link and pin and combines both the draw-head and bar in one so that the cars can be instantly adjusted for coupling, and which coupling is efficient, durable and practical.

I claim as my invention—

1. A car coupling consisting of the open frame, the shaft mounted therein, and adapted to turn vertically the socket or cup-shaped draw-head and draw bar carried by said shaft and adapted to be adjusted by the movement of the shaft, and devices for holding the shaft at the proper position.

2. A car coupling consisting of a frame, a shaft mounted therein and carrying a combined draw-head and draw-bar, said draw-head being cup-shaped a spring on the draw-head to prevent the draw-bar from detachment, and means for holding the shaft in proper position.

3. A car coupling consisting in the combination with the car having the recess or socket, a frame secured to the car, a shaft mounted in the frame, and adapted to turn vertically a detent for engaging the shaft, and a combined draw-head and draw-bar carried by the shaft and rotatable therewith to present the draw-head or draw-bar as occasion requires.

4. In a car coupling, the combination with the car, a frame secured thereto, a shaft pivoted in the frame and carrying a cup shaped draw-head at one end and a round headed draw-bar at the other end, and means for securing the shaft to present the draw-head or draw-bar.

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

JAMES CHASE CAMPBELL.

Witnesses:

FRANCIS W. WEEKS,
F. H. LOW.