

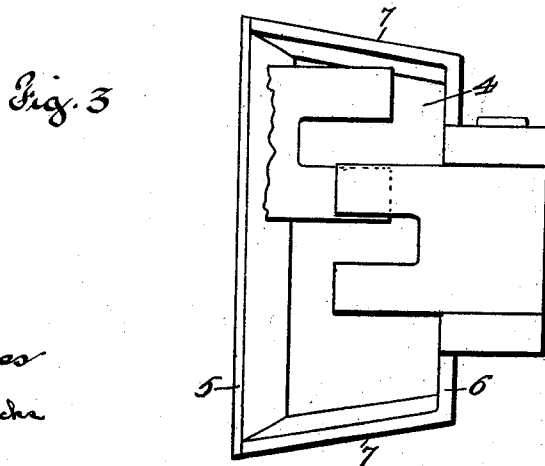
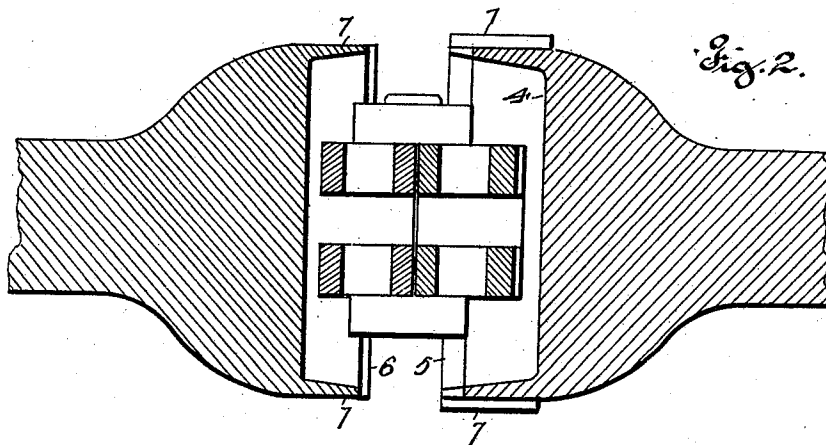
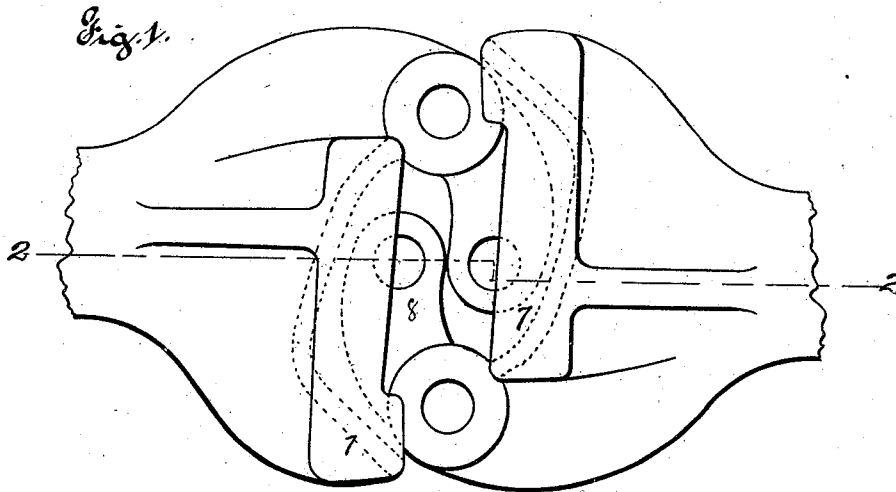
No. 712,319.

Patented Oct. 28, 1902.

J. MURPHY.
CAR COUPLING.

(Application filed Mar. 11, 1902.)

(No Model.)



Witnesses
Alfred W. Eiche
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UNITED STATES PATENT OFFICE.

JAMES MURPHY, OF BELLEVILLE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 712,319, dated October 28, 1902.

Application filed March 11, 1902. Serial No. 97,781. (No model.)

To all whom it may concern:

Be it known that I, JAMES MURPHY, of the city of Belleville, St. Clair county, State of Illinois, have invented certain new and useful Improvements in Car-Couplers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to automatic car-couplers; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

My object is to construct an automatic car-coupler of the Janney type which will not uncouple by vertical movement of one member relative to the other; and my invention consists of the combination, with the members of an automatic car-coupler, of integral housings to limit the vertical motion of one member relative to the other.

Figure 1 is a bottom plan view of an automatic car-coupler embodying the principles of my invention. Fig. 2 is a longitudinal central section on the line 2 2 of Fig. 1. Fig. 3 is an end elevation of one member of the coupler, the knuckle of the other member being shown elevated to illustrate the means of limiting the vertical motion of one knuckle or member relative to the other.

Referring to the drawings in detail, the housing of each member consists of the upper cross-wall 4, extending upwardly from the end of the member, the side walls 5 and 6, extending upwardly at the ends of the cross-wall, and the cap 7, connecting the upper edges of the cross-wall 4 and the side walls 5 and 6. The knuckle 8 operates in the space below the cap 7, and when one member is lowered relative to the other the knuckle of one member will strike the cap of the other member, thus limiting the vertical motion of one member relative to the other.

I have shown the housings extending both

up and down from each member of the coupling. Only one housing is required on each member when both cars are provided with my invention; but when a car provided with my invention is to be coupled to a car not provided with my invention two housings are necessary to accomplish the purpose.

I claim—

1. The combination with a car-coupler; of a housing consisting of the upper cross-wall 4 extending upwardly from the end of the member; the side walls 5 and 6 extending upwardly at the ends of the cross-walls; and the cap 7 connecting the upper edge of the cross-wall and the upper edges of the side walls 5 and 6, said cap 7 being inclined from the upper end of the wall 5 slightly downwardly to the upper end of the wall 6, substantially as specified.

2. The combination with a car-coupler; of a housing consisting of the upper cross-wall 4 extending upwardly from the end of the member; the side walls 5 and 6 extending upwardly at the ends of the cross-wall; the cap 7 connecting the upper edge of the cross-wall and the upper edges of the side walls 5 and 6, said cap 7 being inclined from the upper end of the wall 5 slightly downwardly to the upper end of the wall 6; the lower cross-wall 4 extending downwardly; the side walls 5 and 6 extending downwardly; and the lower cap 7 connecting the lower edge of the cross-wall and the lower edges of the side walls 5 and 6, said cap 7 being inclined upwardly from the lower end of the side wall 5 to the lower end of the side wall 6, substantially as specified.

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

JAMES MURPHY.

Witnesses:

ALFRED A. EICKS,
M. G. IRION.