

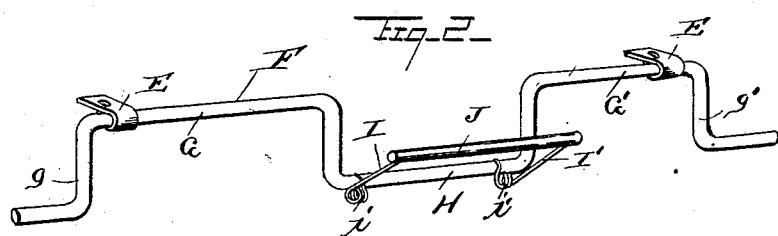
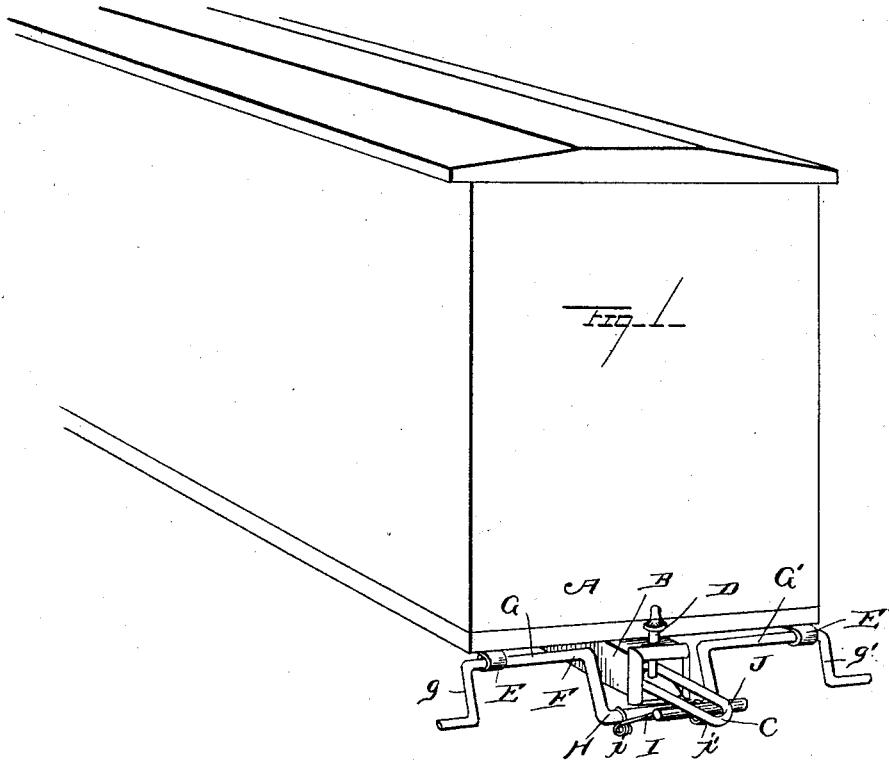
(No Model.)

W. W. CAMPBELL.

CAR COUPLING.

No. 346,089.

Patented July 27, 1886.



Witnesses

Wm. T. Gill

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By his Attorneys

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UNITED STATES PATENT OFFICE.

WILLIAM W. CAMPBELL, OF KILMORE, INDIANA.

CAR-COUPING.

SPECIFICATION forming part of Letters Patent No. 346,089, dated July 27, 1886.

Application filed May 27, 1886. Serial No. 203,446. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM W. CAMPBELL, a citizen of the United States, residing at Kilmore, in the county of Clinton and 5 State of Indiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists of the details 10 of construction, combination, arrangement, and adaptation of parts for service, substantially as hereinafter described, and specifically pointed out in the claims.

The object of my invention is the provision 15 of an attachment to cars adapted to guide the link of the coupling of one car, so that it will enter the draw-head of an approaching car, and which will allow the operation to be performed from the side, so as to prevent 20 the necessity of the attendant passing between the cars.

A further object is to provide means for the 25 purposes stated, which can be attached to any ordinary car at a very small expense, which will be thoroughly effective in operation, and strong and durable.

I have illustrated devices in the accompanying drawings which will enable those skilled 30 in the art to understand more fully the nature of my invention, in which drawings—

Figure 1 is a perspective view of my device attached to a car, and Fig. 2 is a detail view.

Referring to the drawings by letter, A represents a car of the ordinary form, having 35 the draw-head B, of the usual or any approved design, attached thereto, provided with the link C and coupling-pin D, the elements described being of the ordinary and well-known constructions. To the under side 40 of the car near the sides are secured brackets E and E', of any preferred form, and in which brackets is journaled a rock-shaft, F. This rock-shaft F comprises the crank-arms G and G', having the cranks g and g', which project 45 outward from the sides of the car, to allow a person to readily grasp them in operating the rock-shaft.

At the center of the rock-shaft F is formed 50 a stirrup, H, which encircles or encompasses the draw-head B. To this stirrup H, at the upper corners thereof, are attached or secured arms I and I', which are coiled at i and i' to

give a spring action thereto. To the free ends of these spring-arms I and I' is secured 55 a bar, J, of any suitable construction providing a guide-bar.

The operation of my device will be readily understood from the foregoing description, taken in connection with the annexed drawings. The attendant operates the rock-shaft 60 by the cranks, so as to cause the link to be raised to the position to enter the draw-head of the approaching car, and as soon as the link is in the draw-head and the coupling is effected, the attendant or operator releases his 65 grasp on the crank, and the devices fall back of their own weight under the car, where they are protected from the damaging influences of the weather and from breakage by contact with any object.

My device possesses advantages over the link-guides now in use from the fact that when the coupling-link is not properly or correctly guided the draw-head of the approaching car 70 will strike the link and oftentimes break it, whereas in my device should the link be improperly guided the stirrup of the rock-shaft having spring-arms and bar, when coming in contact with the draw-head of a car by reason of its spring action, will be forced into the 75 proper position without damage to any of the parts, and the coupling of the cars easily affected. It will also be observed that my device is simple in its construction, is not likely to become broken or get out of order, and is 80 very cheap to manufacture, thus combining 85 all the requisites desired in this class of devices.

I claim—

1. A device for coupling cars, comprising a 90 rock-shaft, F, journaled to the under side of the car, having crank-arms G and G', stirrup H, encircling the draw-head and carrying spring-arms I and I', and the guide rod or bar J, secured to the free ends of the spring-arms, 95 all combined and operating for the purpose set forth.

2. The combination, in a car-coupling, of the draw-head having the coupling-pin and adapted to receive the coupling-link, with the 100 rock-shaft F, having the crank-arms g and g' at its extremities, and the stirrup H, encompassing the draw-head, the spring-arms attached to the said stirrup and projecting out-

wardly and upwardly therefrom, and the bar J, at the outer ends of the said spring-arms and connecting the same together, the said bar being adapted to bear under the protruding 5 portion of the coupling-link and raise and lower the same when the shaft is turned, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WILLIAM W. CAMPBELL.

Witnesses:

MICHAEL LEATSHAW,
MARY O. PALMER.