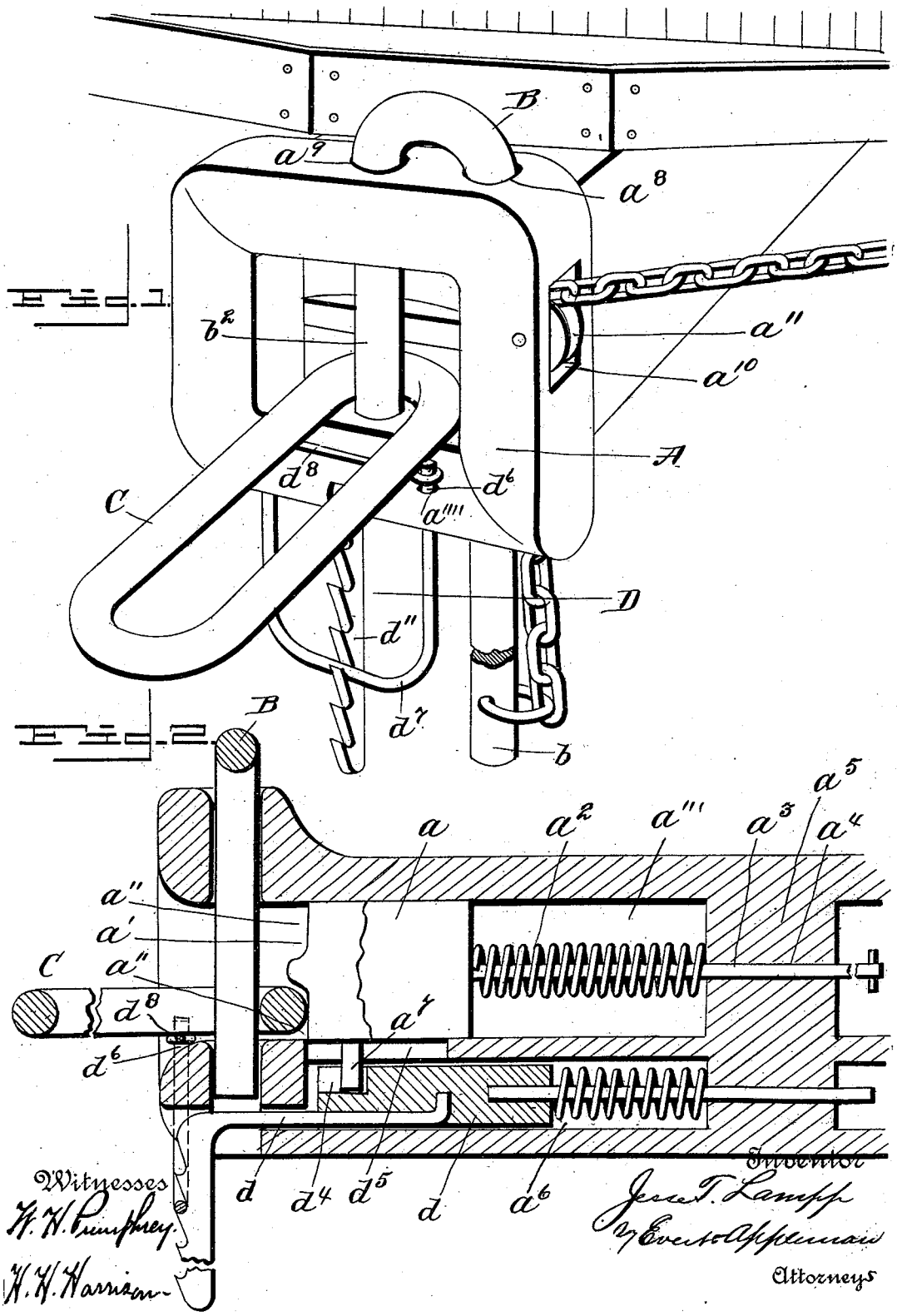
(No Model.)

J. T. LAMPP.

CAR COUPLING

No. 523,403. Patented July 24, 1894.



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JESSE T. LAMPP, OF APOPKA, FLORIDA, ASSIGNOR OF ONE-HALF TO DAVID B. STEWART AND SAMUEL W. STEWART, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 523,403, dated July 24, 1894.

Application filed November 18, 1893. Serial No. 491,331. (No model.)

To all whom it may concern:

Be it known that I, JESSE T. LAMPP, a citizen of the United States of America, residing at Apopka, in the county of Orange and State of Florida, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to certain new and useful improvements in "car couplers" and has special reference to that class in which a gravity pin is employed to engage the link.

One object among others is to provide novel means by which the link may be supported at any desired height preparatory to coupling and automatically released from said supporter as the cars are coupled, thereby economizing labor and lessening the danger incurred by trainmen when manipulating the link by hand.

A further object is to employ a peculiar form of gravity pin in combination with a spring buffer, by which the link shall at all times be firmly held, and at the same time held against sagging, wabbling or other unnecessary movement.

With these and other objects in view, various novel combinations and arrangements of parts are employed, which will be hereinafter more fully set forth, and specifically pointed out in the claims.

In describing this invention in detail, reference is had to the accompanying drawings which form part of this specification and wherein like letters indicate corresponding parts in the several views, in which—

Figure 1. is a view in perspective showing a preferred form of coupling constructed and arranged to embody my improvements. Fig. 2. is a vertical longitudinal sectional view taken substantially centrally of Fig. 1.

In the drawings:—A, denotes the drawhead, B, the gravity pin, C, the link, and D, the link supporter. The general exterior of the drawhead being of a form well known in the art, may be suitably secured to the car in any well-known manner, and referring to Fig. 2, wherein the interior construction is more clearly shown, a represents a slidingly mounted buffer which is normally pressed outward by the action of a spiral spring a^2, and formed with an outer transversely concaved fluted or corrugated face, —a'— by which a series of pockets —a''— are formed and adapted to receive the inner end of the link. This spring encircles an outwardly projecting rod —a^3—, which latter is fixed to the buffer and works in an opening —a^4— of a stationary head, —a^5—.

Directly below the main chamber a''' of the drawhead, a secondary chamber, —a^6— is formed, in which a block —d— is slidingly mounted and yieldingly held against inward movement by a spring and rod, similar to that above described. This block —d— is recessed at —d^4— to receive a depending projection a^7 of the buffer —a— which works in a slot —d^5— cut in the partition wall separating the chambers. Thus it will be seen that as the cars are brought together, the link strikes the main buffer and forces it inwardly, thereby imparting motion to the sliding block, for a purpose to be hereinafter explained.

Adjacent the face of the drawhead and in the lower wall thereof, two openings, —a''''— a''''— are formed, and through these openings the ends —d^6—d^6— of a **U**-shaped link supporter —d'— are passed and connected by a tie-rod —d^8— on which latter the link rests when in operative position (see Fig. 1). Fixed to and extending horizontally from the buffer —d— is a rod —d''— which is bent about midway of its length and projects downwardly at right angles, with said downwardly projecting portion suitably toothed or notched to engage the bend of the **U**-shaped supporter. Thus to vary the height of the link, the **U**-shaped supporter is adjusted to a higher or lower notch, as the case may be.

The gravity pin here employed, though substantially **U**-shaped, more nearly approximates an inverted **L**-form, owing to the lengthening of one leg thereof. This long leg, b, of the pin B, works loosely through a vertical opening —a^8— formed in the flared side wall of the drawhead, while the short leg —b^2— thereof, passes through the usual central pin opening —a^9—. Mounted in a recess, —a^{10}— of the head A is a grooved pulley —a^{11}— over which a chain or cord passes, with one extremity thereof secured at or near the lower end of the leg —b— and the opposite extrem-

ity provided with any suitable form of handle or if desired it may be attached to a lever or chain wheel.

From the above description, the operation of the coupling will be readily apparent.

Having fully described my invention, what I claim as new, and desire to obtain by Letters Patent, is—

1. The combination with a drawhead, of a spring buffer slidingly mounted thereon, a spring pressed block receiving motion from said buffer, a link supporter, and means carried by said block operatively connected with said supporter whereby the height of the link may be varied, as specified.

2. The combination with a drawhead, of a spring pressed buffer, slidingly mounted therein, a spring actuated bar operatively connected with and receiving motion from said buffer, a vertically movable link supporter engaging the notched bar and a gravity pin of an approximately inverted L-shape having one leg thereof supported by the said buffer, as specified.

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

JESSE T. LAMPP.

Witnesses:
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