

(No Model.)

C. PARKER.
CAR COUPLING.

No. 561,237.

Patented June 2, 1896.

Fig. 1.

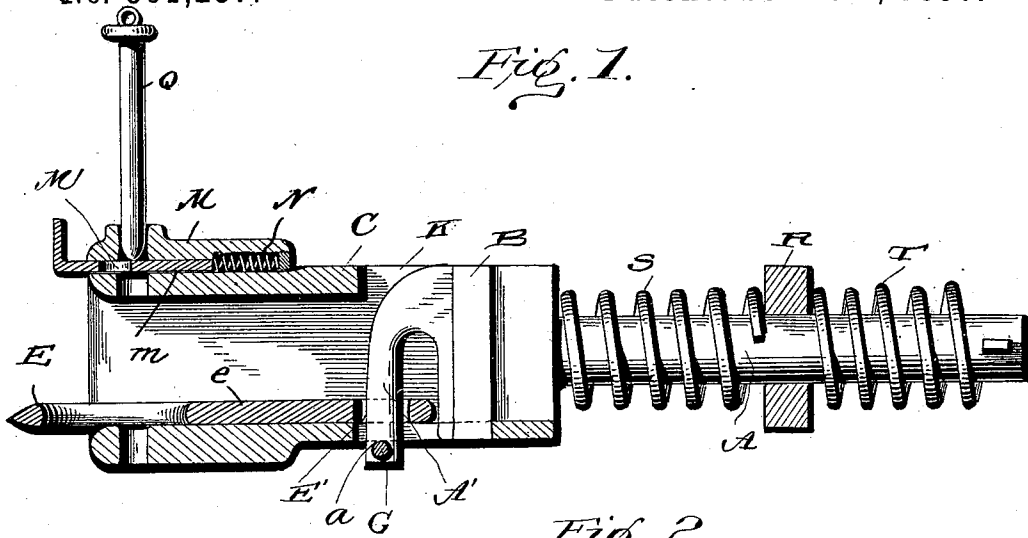


Fig. 2.

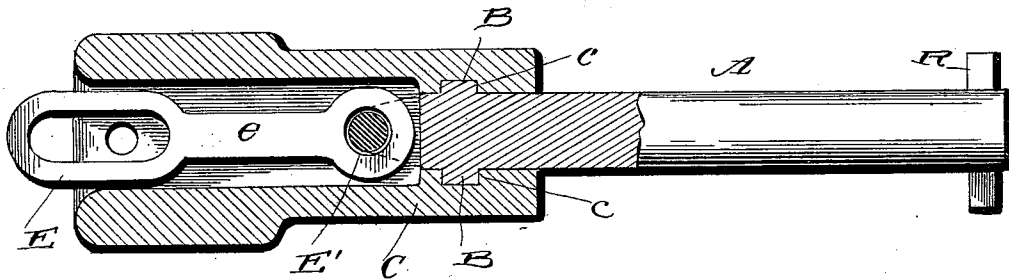
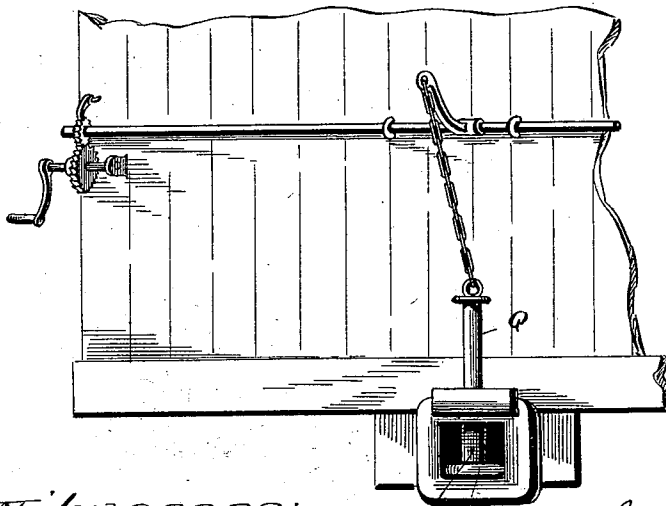


Fig. 3.



Witnesses:
L. C. Higgs.
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Att'y.

UNITED STATES PATENT OFFICE.

CHARLES PARKER, OF MONROEVILLE, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 561,237, dated June 2, 1896.

Application filed April 15, 1896. Serial No. 587,714. (No model.)

To all whom it may concern:

Be it known that I, CHARLES PARKER, a citizen of the United States, residing at Monroeville, in the county of Huron and State of Ohio, have invented certain new and useful Improvements in Car-Couplers; and I do 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 letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplers, and especially to the type of gravity-pin-support couplers, in which the coupling-pin is held on a spring-actuated slide held within the end of the draw-head and so arranged that when the draw-heads come together the slide is caused to be forced in, allowing the coupling-pin to fall through an aperture in the draw-head and through the opening in the link.

A further part of the invention resides in the peculiar manner of holding an extended end of the coupling-link within the draw-head, which consists in forming an integral downwardly-turned hook on the draw-bar provided with a key at its lower end, which is inserted in place after the eye in the end of the projecting portion of the link has been placed over the said hook to securely lock the link in place.

To these ends and to such others as the invention may pertain the same consists, further, in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described, and then specifically defined in the appended claims.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which drawings similar letters of reference indicate like parts throughout the several views, in which—

Figure 1 is a central vertical longitudinal sectional view through the coupler. Fig. 2 is a view in section, taken on a plane at right angles to the sectional view of Fig. 1. Fig. 3 is an end elevation of a car equipped with my improved automatic coupler.

Reference now being had to the details of the drawings by letter, A designates the draw-bar, and is provided with offsets near its forward end, as seen at B B, and these offsets are slidingly held in the recesses *c* in the side walls of the draw-head C. The inner end of the said draw-bar has a downwardly-extending integral hook A', having an aperture *a* at or near its end. The link E has an integral extension *e* with an aperture E' at its end, which aperture is provided to receive the hooked end *a'* of the draw-bar. To lock the said hook to the link, the end carrying the hook is raised in the recesses *c*, and after the end is inserted through the aperture E' in the end of the extension of the coupling-link the key G is placed in the aperture in the end of the hook, thus locking the draw-head, draw-bar, and link. An aperture K is provided in the draw-head, and in which the hooked end of the draw-bar freely works when it is desired to remove the link.

The means for holding the pin in position to be dropped by gravity to effect the coupling consists of the plate M, working in a recess *m* in the draw-head, and is spring-actuated by means of the spring N, seated in the inner widened end of the said recess. An aperture M' allows the pin Q to drop by gravity, when the coupler on the end of the car to be coupled comes in contact with the end of the slide M and forces it back in the recess, thus allowing the pin to fall through and retain the link, which latter construction is of common use in the art.

For holding the draw-bar to the frame of the car it may be secured in any well-known way, as by attaching the block R to the car and having the two double-acting coiled springs S and T, one on each side of the said block. Suitable mechanism, as a crank-lever and chain connections, are provided, so that a person can easily effect an uncoupling of the cars without the necessity of his going between the cars.

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is—

1. A car-coupler, having in combination with a draw-bar, the offsets B thereon, the draw-head having recesses designed to receive said offsets, an integral hook A' on the

end of the draw-bar, a link held on the said hook, and a key for locking the draw-bar, draw-head, and link in place, substantially as shown and described.

- 5 2. In combination with the draw-bar having an integral hook at its inner end, and held to the draw-head in the manner described, the link E having an elongated solid exten-

sion perforated at its end to receive the said hook, substantially as shown and described. 10

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

CHARLES PARKER.

Witnesses:

W. S. VAN LOAN,

FRANKLIN H. HOUGH.