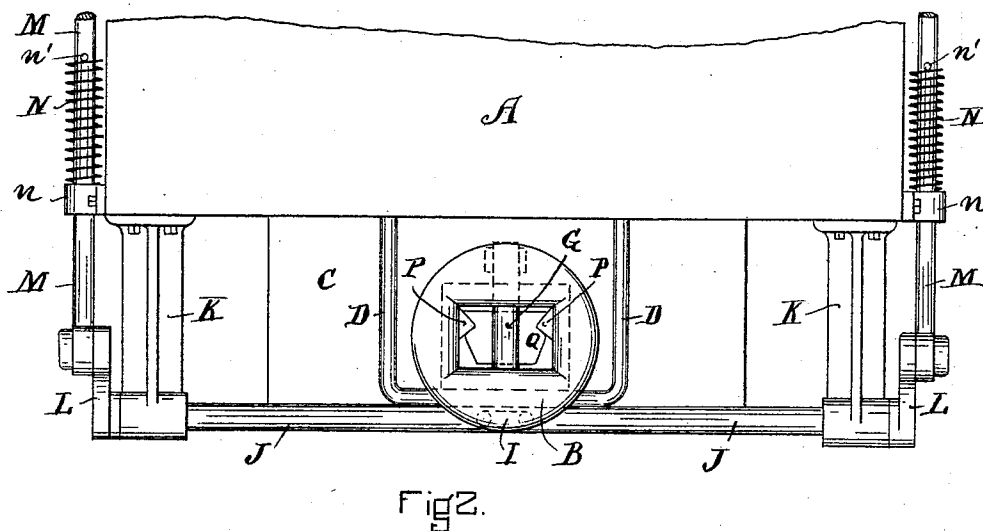
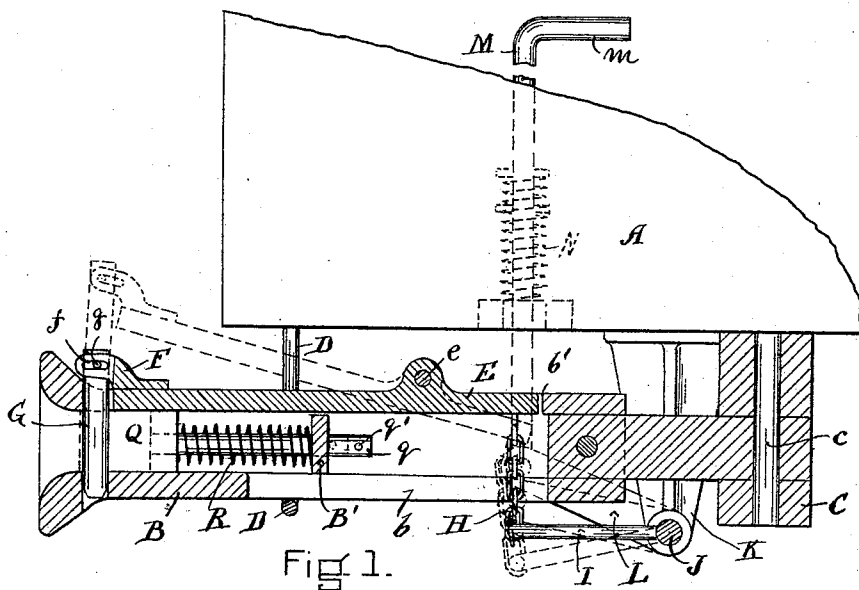


(No Model.)

E. W. PARROW.
CAR COUPLING.

No. 484,451.

Patented Oct. 18, 1892.



WITNESSES.

Frank Reardon
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UNITED STATES PATENT OFFICE.

EDWARD W. PARROW, OF PLYMOUTH, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 484,451, dated October 18, 1892.

Application filed March 5, 1892. Serial No. 423,955. (No model.)

To all whom it may concern:

Be it known that I, EDWARD W. PARROW, of Plymouth, in the county of Plymouth and State of Massachusetts, have invented a new and useful Improvement for Coupling and Releasing Cars, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of my invention is to produce a coupling for car, particularly applicable to freight-cars, whereby the cars will be connected automatically as their respective draw-heads approach or come into contact with each other and which can readily be released by depressing a bar on the side of the car, as hereinafter fully described, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a vertical section through a car-coupling embodying my invention as applied to the end of a car. Fig. 2 is a front view of the same.

A represents a portion of one end of a car, B the draw-head, the rear end of which is fulcrumed at *c* to a beam C, secured transversely to the under side of the car, so that the forward end of the draw-head is free to move laterally for a short distance, the amount of its travel being limited by a saddle D, secured to the car. The draw-head B is hollow for the greater portion of its length and is formed with an opening *b* in its under side and an opening *b'* in its upper side, in which is fitted a lever E, fulcrumed at *e* to two ears on the top of the draw-head.

Secured to or formed in one with the forward end of the lever E is a furcated piece F, the prongs of which are each formed with a slot *f*, the coupling-pin G passing through the prongs and secured thereto by a pin *g*. The coupling-pin passes down through holes in the draw-head, as shown. To the rear of the lever E is secured a chain H, the lower end of which is connected to an arm I, secured to a rocking shaft J, that extends entirely across the car and is carried by bearings K, secured to the under side of the car. On each end of the rocking shaft J is secured an arm L, to which a vertical rod M is secured. This rod passes up to the top of the car and is bent over to form a handle, as at *m*, so that it can be operated from the top of the car.

These rods are held up in their normal position by spiral springs N, interposed between a bearing *n*, secured to the side of the car, and a pin *n'*, passing through the rod M. The inner portion or mouth of the draw-head is formed with a wedge-shaped piece or guide P on each side that supports and upon which slides a block Q, from the rear of which extends a rod *q*, the end of which passes through a bar B', formed in one with the draw-head. A spiral spring R is interposed between the block Q and the bar B', to keep the block pushed forward, a small pin *q'* coming into contact with the bar B' prevents its being pushed beyond the required distance. The object of this block is to support the coupling-pin G when the car is not connected to another car. This coupling is to be used with the ordinary connecting-link.

The operation is as follows: Supposing the coupling to be in the position shown in dotted lines in Fig. 1—that is to say, after the bar M has been depressed and the forward end of the lever E raised and the coupling-pin G resting upon the top of the block Q, which is pressed forward by the spring R—now if another car carrying a coupling-link approach the car the end of the link will strike the block Q and push it back and the coupling-pin G will be free to fall, thus connecting the two cars. To again uncouple the cars, all that has to be done is to depress the bar M, which causes the arms L and the rocking shaft J to turn, and with them the arm I, which draws down the chain H and thereby the outer end of the lever E, raising its forward end and with it the coupling-pin G, which when raised allows the block Q to be pressed forward and under it by the spring R until the car is again coupled to another.

What I claim as my invention is—

1. In a car-coupling, a draw-head fulcrumed to the car at its rear end and having a lever on its upper side fulcrumed as described, a chain and arm for connecting its rear end to a rocking shaft, arms secured to the ends of said shaft, rods attached to said arms, and spiral springs for keeping the rods in their normal position, in combination with a coupling-pin and a block for retaining same in place when raised, said block being operated by a spring, substantially as set forth.

2. A car-coupling consisting of a draw-head B, fulcrumed at *c* to the under side of the car, said draw-head being hollow and having openings *b b'*, and a cross-bar B', in combination with a coupling-pin G, lever F, chain H, arm I, rocking shaft J, arms L, rods M, springs N, and block Q, rod *q*, and spring R, all arranged and operated substantially as set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 20th day of February, A. D. 1892.

EDWARD W. PARROW.

Witnesses:

WALTER H. BLAKE,

WILLIAM A. PRATT.