

M. JARRETT.
Car-Couplings.

No. 154,987.

Patented Sept. 15, 1874.

Fig. 1.

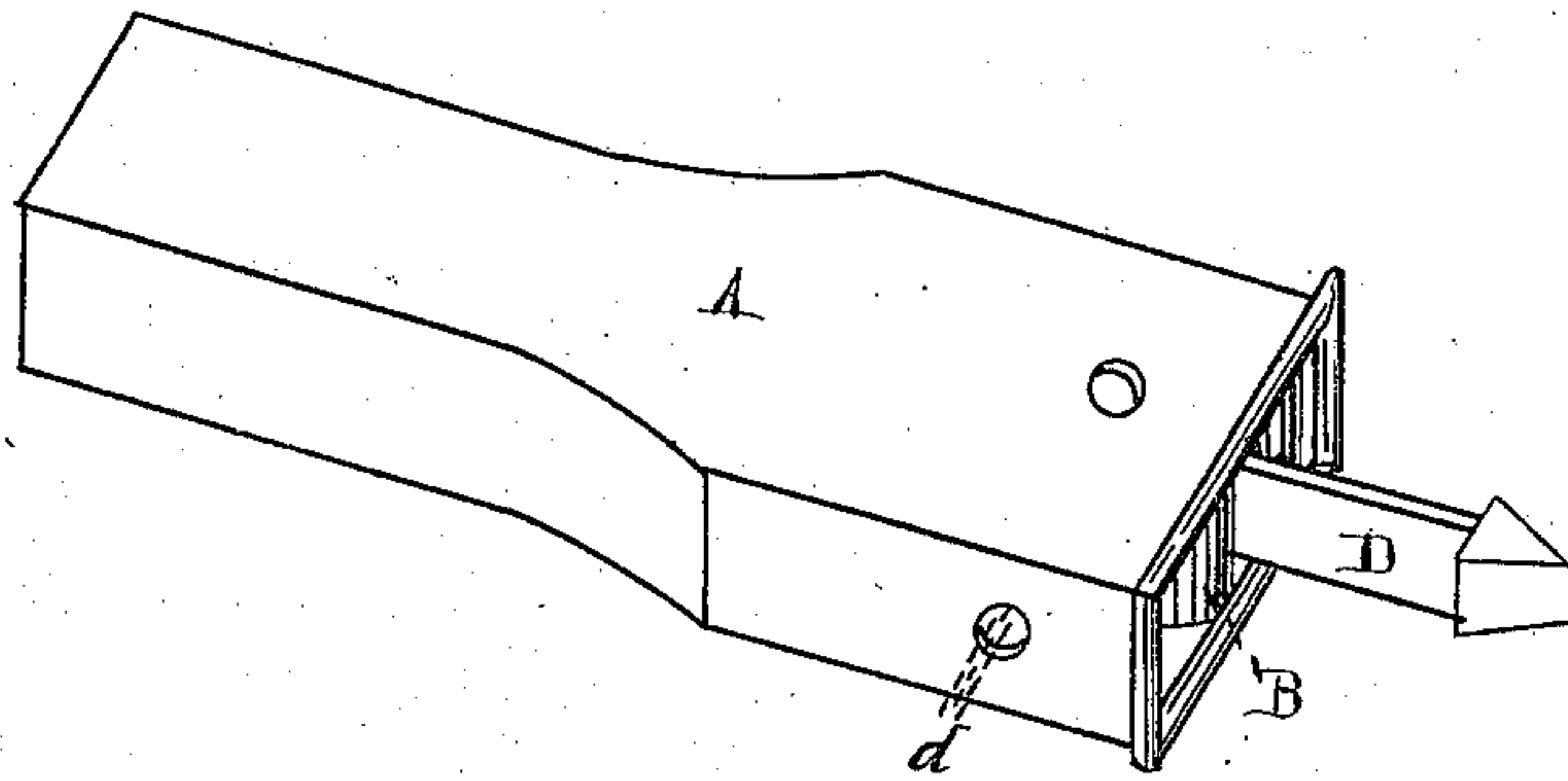


Fig. 2.

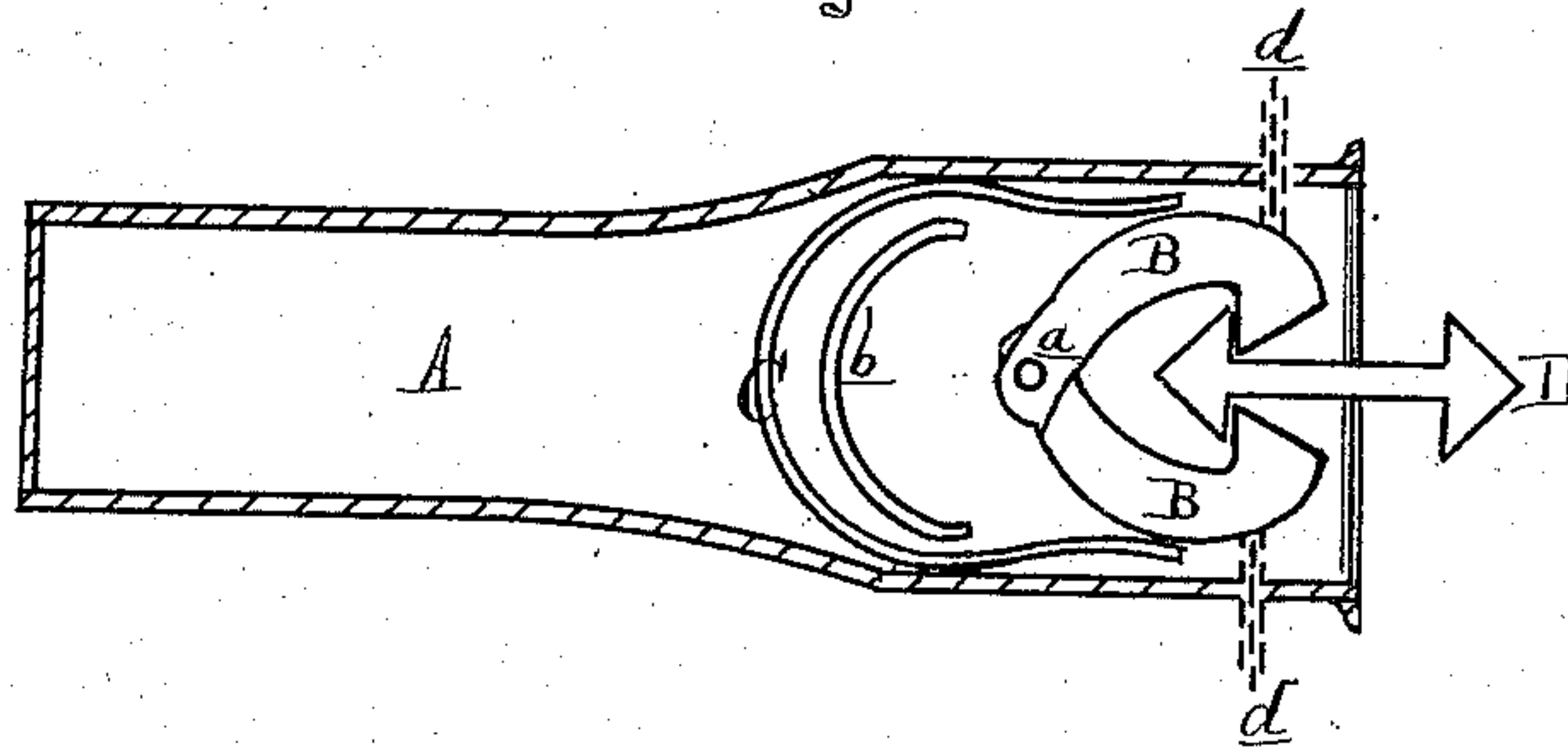
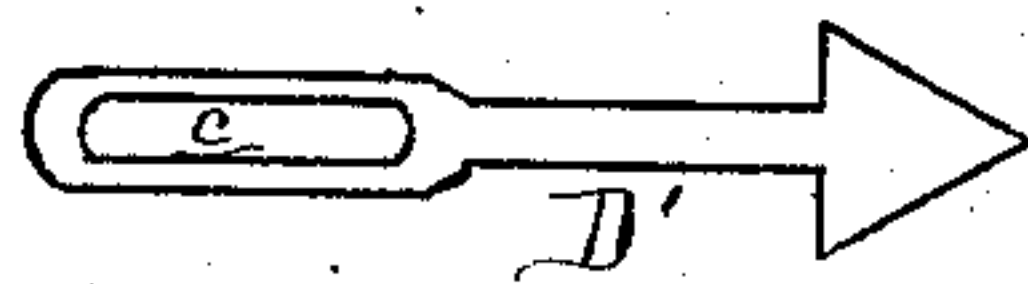


Fig. 3.



ATTEST:

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MARONI JARRETT, OF QUINCY, ILLINOIS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **154,987**, dated September 15, 1874; application filed April 15, 1874.

To all whom it may concern:

Be it known that I, MARONI JARRETT, of Quincy, in the county of Adams and State of Illinois, have invented an Improvement in Car-Couplings, of which the following is a specification:

The nature of this invention relates to an improvement in automatic car-couplings of the double-harpoon variety, and to a combined harpoon and link, to enable a car fitted with this coupling to be coupled with one having an ordinary draw-head.

The invention consists of a pair of hooks pivoted in the jaw of a draw-head, having the external form of an ordinary link-and-pin draw-head, with a C-spring arranged to close them together behind the barbed head of a harpoon-coupling; and in a combined harpoon and link coupling to be used for coupling with ordinary draw-heads, as hereinafter described.

Figure 1 is a perspective view of a draw-head fitted with my improved harpoon-coupling. Fig. 2 is a sectional plan view of the same. Fig. 3 is a plan of a combined link and harpoon.

In the drawing, A represents a draw-head of the ordinary form in external appearance, designed to be inserted in the same socket and be secured by the same bolts which receive and secure the draw-head of the ordinary link-and-pin variety under a car. B B are two hooks, the inner end of each being cut away for one-half its thickness, so that they may overlap and be pivoted together by a bolt, *a*, tapped vertically through the top and bottom of the draw-head, the hooks lying horizontally in its mouth. C is a C-spring lying behind the hooks, whose sides are forced toward each other by the pressure thereon of the said spring, which is prevented by the contraction of the socket from moving back, and from moving forward by a segment, *b*, interposed between it and the hooks, and secured

in the bottom of the socket. D is the double harpoon used for coupling together two cars fitted with these devices; but where one car is to be coupled with another having the ordinary link-and-pin draw-head, I employ the harpoon D', Fig. 3, having a slot, *c*, at one end, which enters the ordinary draw-head to be coupled therewith by a pin. *d d* are two chains, one being fastened to each hook at its side, and carried through an opening in the side of the draw-head, either around guide-pulleys (not shown) to a winch extending up the end of the car, or to any system of levers for drawing the hooks apart and releasing the harpoon—a feature of great importance where a “running switch” is to be made, as the brakeman is not compelled to go between the cars and stoop down to pull a pin at the imminent risk of losing his balance and his life.

Where cars of different heights of draw-heads are to be coupled, a crooked or bent harpoon should be used, care being taken to insert it first in the higher one, and in all cases the inserted harpoon should be pushed in beyond its middle, so that it will project horizontally and fair to enter the opposing draw-head.

I do not claim, broadly, the invention of jaws pivoted to the draw-head by the same bolt; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The combination, with the draw-head A, of the hooks B, pivoted thereto and together by the bolt *a*, the C-spring C, segment *b*, operating-chains *d d*, and harpoon-coupling D', all constructed as described, for the purpose set forth.

MARONI JARRETT.

Witnesses:

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