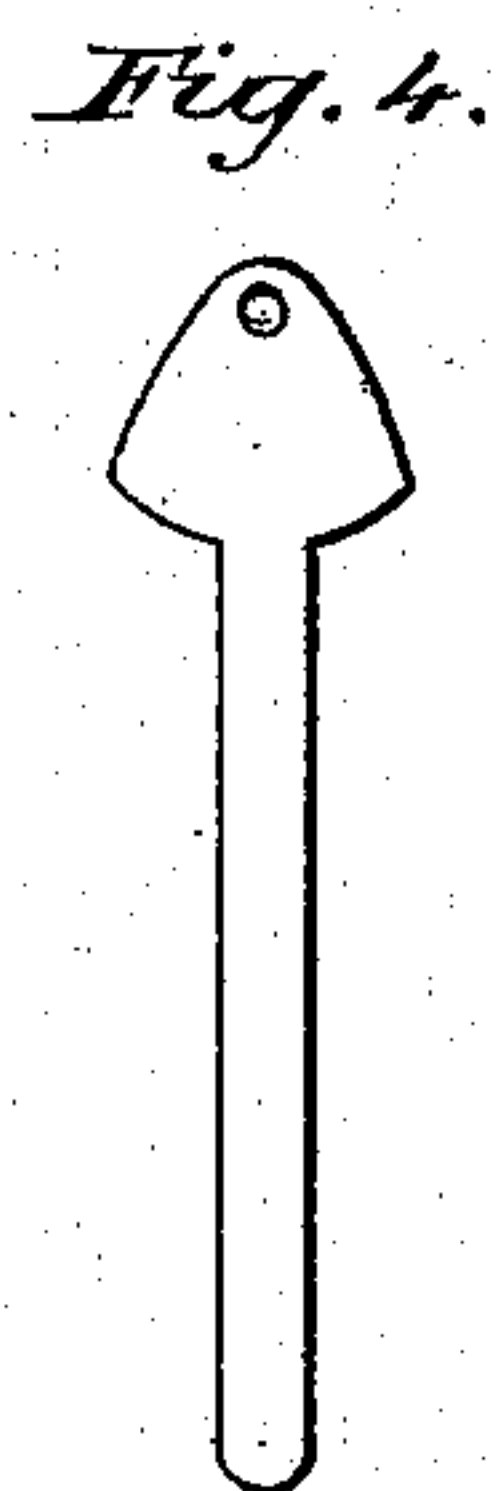
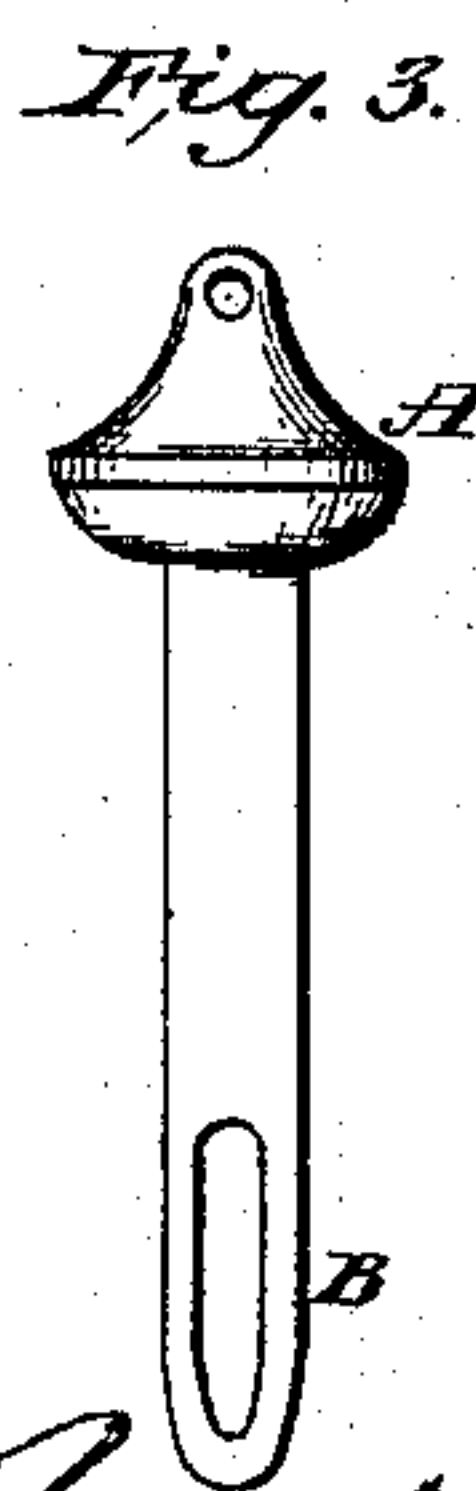
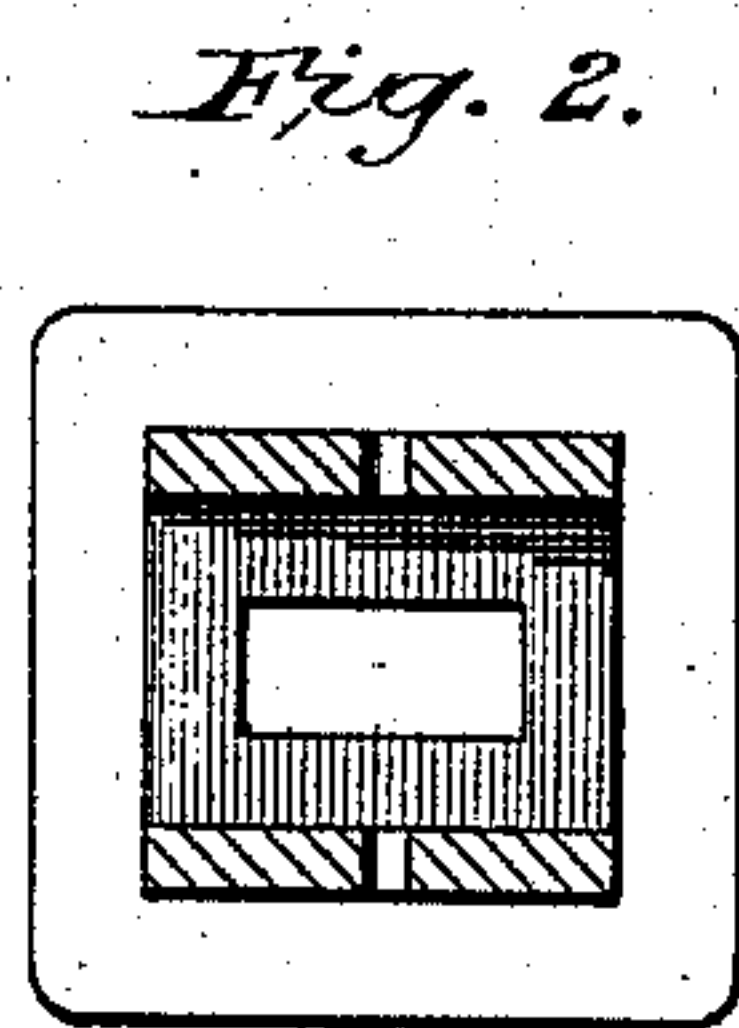
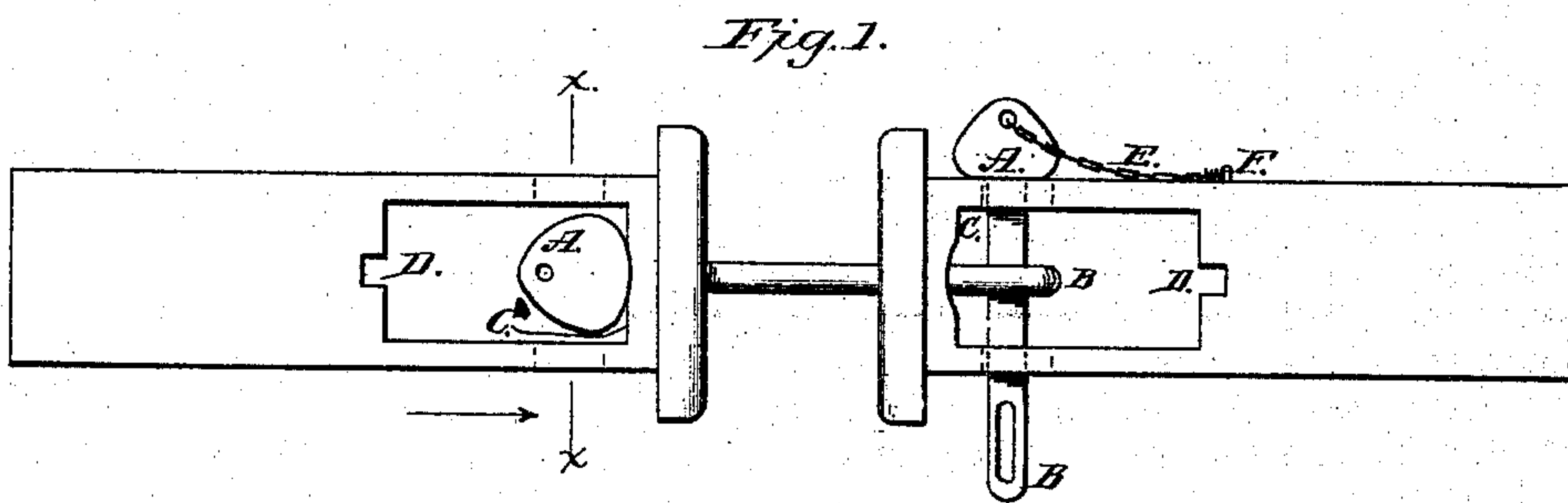


J. H. PARMELEE.

CAR-COUPLING.

No. 182,382.

Patented Sept. 19, 1876.



Attest:

*Wm. Parrott
A. B. Fairchild*

Inventor:

John H. Parmelee

UNITED STATES PATENT OFFICE

JOHN H. PARMELEE, OF BRIDGEPORT, CONNECTICUT.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 182,382, dated September 19, 1876; application filed March 20, 1876.

To all whom it may concern :

Be it known that I, JOHN H. PARMELEE, of Bridgeport, in the county of Fairfield, and in the State of Connecticut, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

My invention relates to car-couplings to be used on railroad-cars; and it consists of combining a coupling pin and link in a single article in such a manner that it may be used for either purpose. It also consists of a draw-head of peculiar construction, to be used in combination with the same, and of fastening the coupling with a chain, or its equivalent, which is provided with a spring for the purpose of making it more difficult to break the chain, thus preventing the loss of the coupling, which is the principal object of my whole invention.

Figure 1 is a side view of the coupling when in use, and performing the office of a pin on one side and link on the other, also the notch for supporting the pin; Fig. 2, a section on line *xx* of Fig. 1; Fig. 3, a coupling with a round head; and Fig. 4 a coupling with a flat and cone-shaped head, which, when the coupling is in use, is in a vertical position.

A is the pin end of the coupling, and B the link end of the coupling; C, the concave interior shoulders of the draw-head; D, the notch in the rear part of the opening, between the draw-bars, to hold the pin in a horizontal position; and E the chain, provided with a spring at F.

The object of making a link and pin in combination is to prevent the loss of the links, and the object of providing the chain by which the coupling is fastened with a spring is to make it more difficult to break the chain, and thus cause the loss of the pin.

The inside of the head of the pin is convex, and the inside of the draw-head correspondingly concave, for the purpose of accommodating the various relative positions of the cars, and the shoulder on the under side of the draw-head and notch are for the purpose of holding the coupling in a horizontal position to prevent bending the same when the cars come together.

The aperture in the pin, which performs the office of a link, should be below the draw-bar when it is used as a pin, and the opening between the draw-bars longer than the link end projects in front of the buffer, or the posterior wall of the opening, between the draw-bars, may have a vertical ridge in the center, with receding sides, so that if the head of the pin is forced back against it, it will slide to one side without bending.

This coupling may be used with nearly if not all of the others in use.

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

1. The coupling herein described, having the head A and link portion B, substantially as and for the purposes herein set forth.

2. The combination of the coupling, having head A and link B, with the draw-head provided with the concave interior bearings C, for the purposes herein set forth.

3. The combination of the coupling above described with the spring F in the fastening-chain E, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 15th day of March, 1876.

JOHN H. PARMELEE.

Witnesses:

J. WILBUR PARROTT,
A. B. FAIRCHILD.