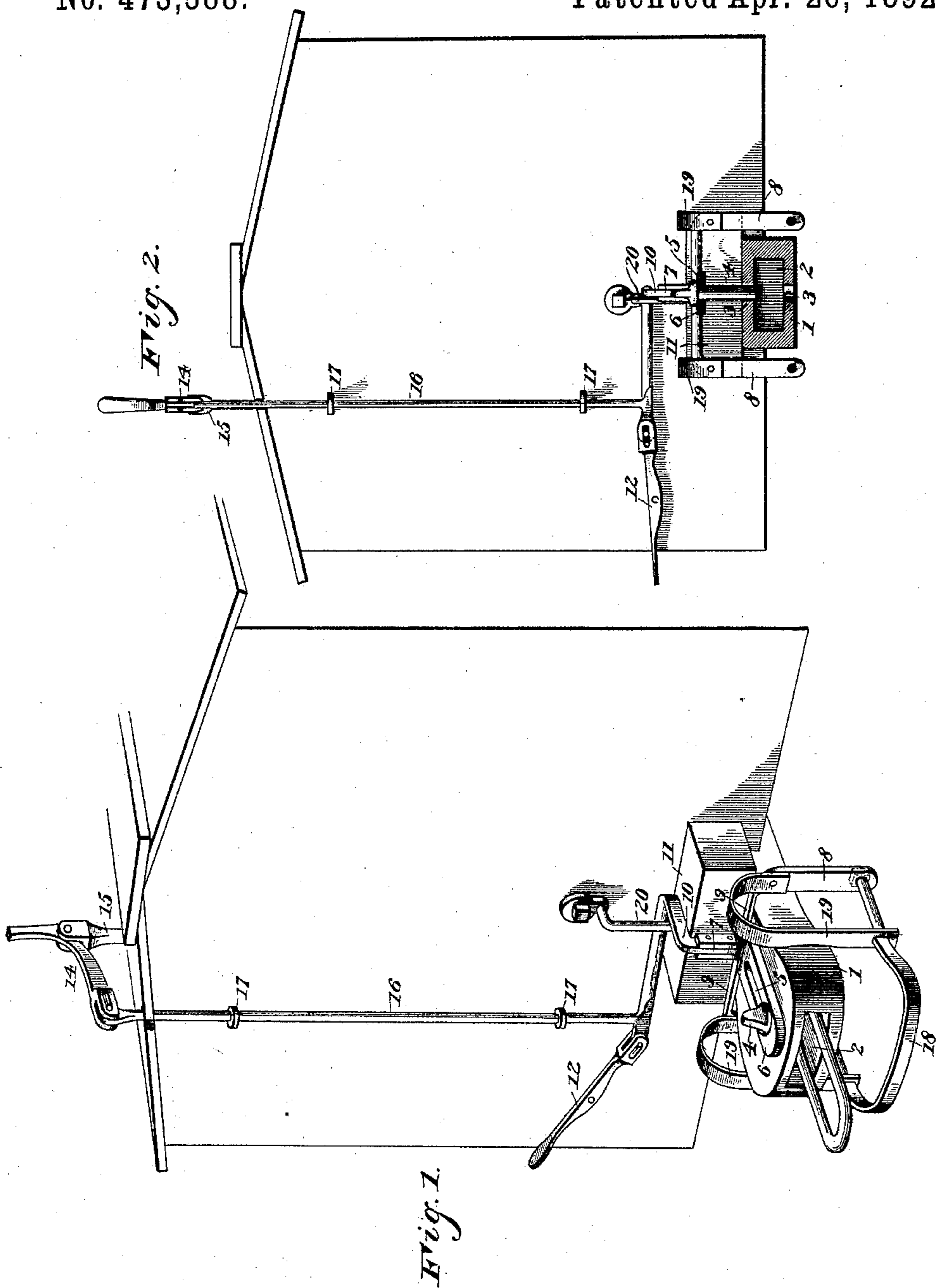


(No Model.)

N. J. PARISH.  
CAR COUPLING.

No. 473,588.

Patented Apr. 26, 1892.



Witnesses;

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# UNITED STATES PATENT OFFICE.

NEWTON J. PARISH, OF BLAIR, NEBRASKA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 473,588, dated April 26, 1892.

Application filed January 23, 1892. Serial No. 419,064. (No model.)

*To all whom it may concern:*

Be it known that I, NEWTON J. PARISH, a citizen of the United States, residing at Blair, in the county of Washington and State of Nebraska, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to simplify and improve the construction of pin-and-link car-couplings to enable the same to be readily attached to the ordinary freight-car and other vehicles and to enable the same  
15 to be operated from the sides and the top of a car without danger to the operator.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated  
20 in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a trans-  
25 verse sectional view of the draw-head and link-lifter.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates a draw-head having a longitudinal opening 2 to receive a link in the  
30 usual manner and provided with a pin-opening 3, in which is arranged a headed coupling-pin 4, which couples with the link in the usual manner. The headed coupling-pin is  
35 arranged in a slot 5 of a plate 6, which projects forward from a lifting-frame 7, and which is arranged when lowered upon the upper face of the draw-head to lift the pin to  
40 uncouple cars and to bring the pin in position preparatory to coupling. The lifting-frame is rectangular and is composed of depending sides 8 and a cross-piece 9, which is formed by extending the upper ends of the  
45 sides inward and securing them to an angle-bar 10. The angle-bar when the lifting-frame is lowered rests upon a block 11, which is arranged above the draw-head. The lifting-frame is operated from the side of the car by  
50 a lever 12, which is fulcrumed on the car and has its inner end bifurcated and pivoted to an extending ear or end of the angle-bar, and the lifting-frame is operated from the top of

the car by a bell-crank lever 14, which is fulcrumed at its angle in a bracket or support  
15, and which has one arm pivotally connected  
55 to the upper end of a vertical rod 16, arranged in guides 17 on the end of the car and having its lower end connected to or forming a part of the angle-bar. The link of an approaching  
60 car is lifted or raised to a suitable elevation to enter the opening of the draw-head of the car to be coupled by a U-shaped link-lifter 18, which is horizontally disposed and has its ends loosely mounted in openings of  
65 the lower ends of the sides of the lifting-frame. The link-lifter projects forward beyond the draw-head and is adapted to raise the link of the approaching car, and it is supported in its position by springs 19, which  
70 have their upper ends secured to the lifting-frame and are arched or curved outward, and the body of each spring is arranged vertically and is provided at its lower end with an opening to receive a side of the link-lifter. By  
75 this arrangement the link-lifter is supported in a horizontal position and is held forward, and as it slides loosely in the lifting-frame it is adapted to be moved backward and forward incident to the coupling of the cars, and  
80 the springs serve as cushions and return the link-lifter to its initial or normal position.

It will be seen that the car-coupling is simple and inexpensive in construction, and is adapted to enable an operator to readily  
85 couple cars or uncouple them from their sides or tops without danger to himself. The angle-bar is retained in place by a guide 20, which is secured to the end of the car and which extends vertically from the block 11. The ends of the link-lifter are rounded to  
90 form shoulders to be engaged by the supporting-springs, and the extreme ends of the link-lifter are provided with suitable heads, which may, if desired, be formed by nuts or the like.

What I claim is—

95 1. In a car-coupling, the combination of a draw-head, a coupling-pin, a lifting-frame straddling the draw-head and connected with the coupling-pin and depending below the  
100 draw-head, a U-shaped link-lifter loosely mounted in the lifting-frame, and means for raising and lowering the lifting-frame, substantially as described.

2. In a car-coupling, the combination of a

draw-head, a coupling-pin, a rectangular  
lifting-frame straddling the draw-head, a U-  
shaped link-lifter loosely mounted in the lift-  
ing-frame and projecting forward in front of  
5 the draw-head, the springs secured to the  
lifting-frame and having their upper ends  
curved and provided at their lower ends with  
openings to receive the link-lifter, and means  
for raising and lowering the lifting-frame, sub-  
10 stantially as described.

3. In a car-coupling, the combination of a  
draw-head, a coupling-pin, a rectangular  
lifting-frame straddling the draw-head and

provided with a slotted plate to receive the  
coupling-pin, a link-lifter loosely mounted in 15  
the lifting-frame, the springs secured to the  
frame and supporting the link-lifter, and  
means for raising and lowering the lifting-  
frame, substantially as described.

In testimony that I claim the foregoing as 20  
my own I have hereto affixed my signature in  
the presence of two witnesses.

NEWTON J. PARISH.

Witnesses:

JOE S. COOK,  
PETER HAMMANY.