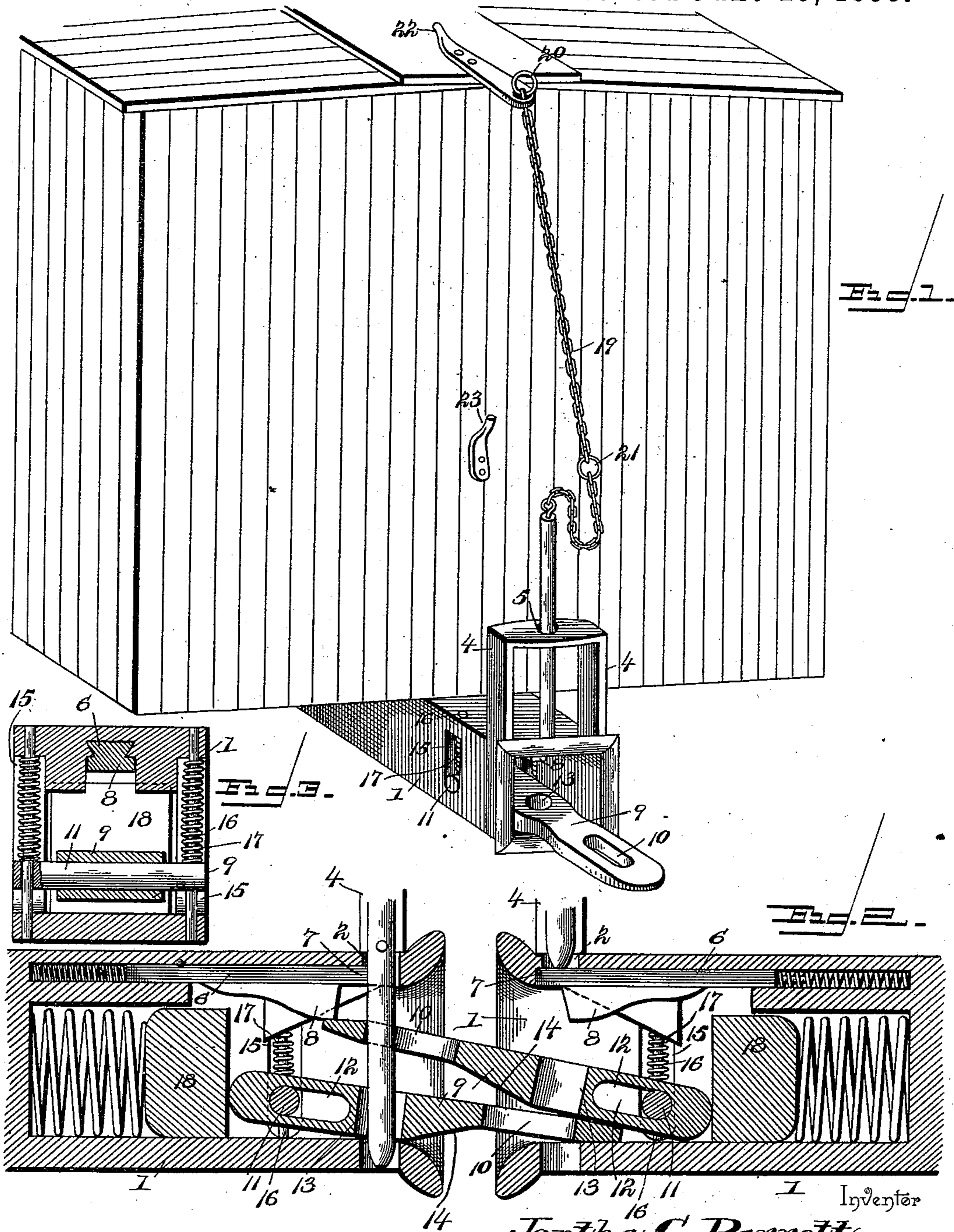


(No Model.)

J. C. PARROTT.  
CAR COUPLING.

No. 541,496.

Patented June 25, 1895.



Witnesses  
E. H. Stewart  
J. P. Riley

By his Attorneys.

Ca Snow & Co.

# UNITED STATES PATENT OFFICE.

JEPHTHA CAROL PARROTT, OF PULLMAN, WASHINGTON, ASSIGNOR OF ONE-HALF TO PHILIAS CLEMENT, OF AVON, IDAHO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 541,496, dated June 25, 1895.

Application filed May 22, 1894. Serial No. 512,108. (No model.)

*To all whom it may concern:*

Be it known that I, JEPHTHA CAROL PARROTT, a citizen of the United States, residing at Pullman, in the county of Whitman and State of Washington, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to improve the construction of automatic car couplings, and to provide one which will be positive and reliable in its operation, and which may be readily coupled with an ordinary pin and link car coupling.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated 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 and shown applied to a car. Fig. 2 is a longitudinal-sectional view showing two draw-heads coupled. Fig. 3 is a transverse sectional view.

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

1 designates a draw-head having a link cavity and provided with a coupling pin perforation 2 receiving a coupling pin, which is supported when in an elevated position preparatory to coupling, by a rectangular frame 4 mounted on the draw-head, and extending upward from the same and provided at its top with a perforation 5. The coupling pin is supported in an elevated position by a spring actuated catch 6 mounted in suitable ways within the draw-head at the top thereof, and extending rearward from the coupling pin perforation. The outer end 7 of the spring actuated pin support is adapted to stand beneath the coupling pin perforation, and the pin support is provided with a depending shoulder 8 adapted to be engaged by a link 9 of the adjacent draw-head, in coupling, to cause the front end 7 of the pin support to be withdrawn from beneath the coupling pin in order that the latter will drop and engage the link.

The link is provided at its outer end, which is beveled, with an elongated opening 10 to receive a coupling pin, and its inner end or portion is increased in thickness and is movably hinged in the draw-head by a transverse pintle 11, which is arranged in an elongated slot 12 of the link. The link is provided intermediate of its ends with a perforation 13 to receive the coupling pin of the draw-head within which it is mounted. At the outer terminus of the thickened or enlarged portion of the link is arranged an inwardly and rearwardly downwardly inclined or beveled portion 14 adapted to be engaged by the link of an approaching or adjacent draw-head, during coupling, whereby the link, which has its beveled portion 14 engaged, is raised at an inclination, and is adapted to engage the depending shoulder 8 of the spring actuated pin support 6, to cause the coupling pin to fall.

The transverse pintle 11 is provided at its ends, which are arranged in vertical openings 15 of the sides of the draw-head, with perforations to receive vertical guide rods 16 on which are disposed spiral springs 17 for holding the pintle normally at the bottom of the draw-head. The springs 16 permit an upward movement of the inner end of the link, and the longitudinal slot of the link enables the latter to move backward and forward; but the link is engaged at its inner or rear end by a spring actuated block 18, which holds the link normally extended, but which permits an inward movement of the same to prevent breakage of the link should the draw-head be coupled with an ordinary pin and link coupling having a short link cavity.

The coupling pin is lifted preparatory to coupling, in order that it may be set, by a chain 19 extending to the top of a car and provided with links 20 and 21, which are enlarged and are adapted to engage hooks 22 and 23 located just above the draw-head, and at the top of the car to secure the pin in an elevated position to prevent coupling.

What I claim is—

1. In a car coupling, the combination of a draw-head, a horizontal pintle having its ends mounted for vertical movement in the draw-head, a link having a longitudinal slot receiving the pintle, and springs for forcing the pin-

tle downward and the link outward, substantially as described.

2. In a car coupling, the combination of a draw-head provided at its sides with vertical  
5 openings, guide pins mounted in the openings, a horizontal pintle mounted on the guide pins, springs disposed on the guide pins and engaging the pintle, a link provided at its inner end  
10 with a longitudinal slot to receive the pintle and having intermediate of its ends at its lower face an inclined portion extending downward and rearward and arranged to be engaged by a similar link, a spring actuated

block engaging the inner end of the link, a coupling pin, and a spring actuated pin support arranged at the top of the draw-head and having a depending portion adapted to be engaged by a link when the latter is directed upward, substantially as described. 15

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

JEPHTHA CAROL PARROTT.

Witnesses:

E. R. WISWELL,  
D. MORISON.