

(No Model.)

J. B. PARENT.

CAR COUPLING.

No. 304,551.

Patented Sept. 2, 1884.

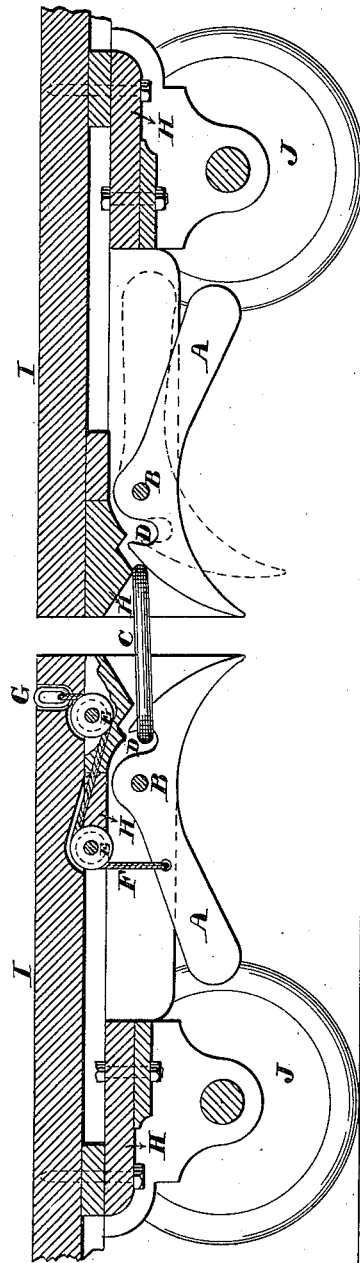


Fig. 2.

Fig. 1.

Witnesses:

Wm. S. Rogers
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Inventor:

Jean Baptiste Parent
by M. P. Preble Jr.
his attorney.

UNITED STATES PATENT OFFICE.

JEAN BAPTISTE PARENT, OF QUEBEC, QUEBEC, CANADA, ASSIGNOR OF ONE-HALF TO H. W. TILTON, OF BOSTON, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,551, dated September 2, 1884.

Application filed October 5, 1882. (No model.) Patented in Canada September 18, 1882, No. 15,483.

To all whom it may concern:

Be it known that I, JEAN BAPTISTE PARENT, a subject of the Dominion of Canada, residing in the city of Quebec, Province of Quebec, and Dominion of Canada, have invented a new and useful Improvement in Car-Couplings, (for which I have obtained a patent in Canada, No. 15,483, bearing date September 18, 1882,) of which the following is a specification.

The first part of my invention relates to the combination of pieces of metal of peculiar form and shown in the plans hereto annexed, and of links or elongated rings, the whole attached to the extremity of car-platforms in such a way that in approaching each other the cars can become coupled together without the aid of outside devices or labor. The object of this part of my invention is the power for the device to adapt itself to cars and platforms of different levels produced by the load they bear or otherwise, and that without the aid of anybody, but automatically from its form of construction.

The second part of my invention relates to the combination of pulleys, cords, and a ring in such way that the cars may be uncoupled only in drawing out this ring, which is sunk in the platform and offers no hinderance to the surface of the platforms of the cars. The object of this part of my invention is the ability to couple and uncouple cars without the aid of bolts.

Figure 1 is a section through the center of the car from the side which has the pulleys. Fig. 2 is a section through the car-center from the opposite side.

A is the principal piece of the coupling, and is formed as shown in the drawings, the outer end being provided with an inclined edge for

the coupling-link to strike, and the inner end being made heavy enough to overbalance the outer, and thus hold it up against the bottom of the car.

B are bolts on which are pivoted the principal pieces A, arranged in such a way that they may move up and down to the position shown in dotted lines in Fig. 2.

C is an elongated ring, which causes the coupling by engaging with the pieces A in such way that when one car approaches another the ring C touches the principal piece A, Fig. 2, and presses it down in a way to introduce itself into the cavity D, and becomes thus hooked, from the fact that the said piece A returns to its first position by the excess of weight at the other end.

E are pulleys, over which passes a cord, F, attached to the principal piece A, (as shown,) and having at its upper extremity a ring, G. This ring serves to pull up the piece A, and at the same time to disengage it from the ring C.

H is the timber on which is fixed the principal mechanism. I are the platforms with wheels J, such as are usually employed on railways.

I claim—

In a car-coupling, the combination of principal piece A, provided with inclined forward edge and overbalanced inner edge, pivoted as described, and the cord F and pulleys E, as herein described and claimed.

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Witnesses:

P. E. DUGAL,
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