

J. M. MARLIN.
Car-Coupling.

No. 166,537.

Patented Aug. 10, 1875.

Fig. 1

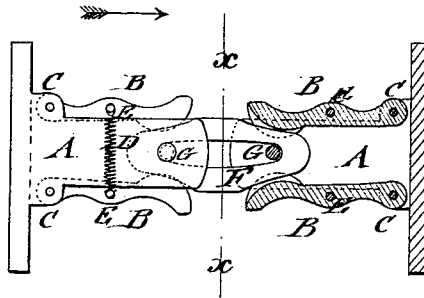
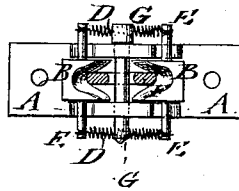


Fig. 2



WITNESSES:

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JOHN M. MARLIN, OF WILLETT, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **166,537**, dated August 10, 1875; application filed July 3, 1875.

To all whom it may concern:

Be it known that I, JOHN M. MARLIN, of Willett, Indiana county, Pennsylvania, have invented a new and Improved Car-Coupling, of which the following is a specification:

Figure 1 represents a top view, partly in horizontal section, of my improved car-coupling; and Fig. 2, a vertical transverse section of the same, on the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

My invention relates to an improved automatic car-coupling, which is simple in its construction and reliable in its operation; and it consists of pivoted and spring-acted side bars, that are guided by rigid top and bottom draw-head bars, to retain on their flanged and concaved front ends the coupling-pin, until they are forced apart by the entering link, for dropping the link for coupling. The link is wider at the central part, to prevent its entering too far into the draw-head.

In the drawing, A represents the rigid top and bottom plates or bars of the draw-head, and B the side bars of the same, which are pivoted to vertical pins C of the stationary bars A, and guided to slide within the same by spiral springs D, attached to projecting lugs or pins E of the side bars. The springs retain the side bars in position, and secure their binding on the coupling-link F, for holding it in position for coupling. The side bars

have flanged and grooved or concaved jaws B at their front ends, which nearly touch each other at their upper and lower points, and serve to retain thereby the pin G in position in the top hole of the upper draw-head bar A, until, by separating the side bars by the link, the pin is released and dropped for coupling.

The central portion of the link F is made wider to prevent it from entering too far into the draw-head, and it gives, also, in connection with the spring side bars, a flexible coupling, that yields to the vibrating motion of the link as imparted by the cars.

The coupling of the draw-head is readily accomplished by the entering of the link, which is held by the jaws of the approaching draw-head, and guided by the receiving side bars, even when striking them at varying angles.

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

An automatic car-coupling composed of stationary top and bottom guide-bars, pivoted and spring-connected side bars, with grooved front jaws, with coupling-pin resting thereon, and of a centrally-widening link, all constructed substantially as specified.

JOHN M. MARLIN.

Witnesses:

JAMES M. MILLER,
J. W. MARLIN.