

(No Model.)

H. M. MARQUELL.
CAR COUPLING.

No. 516,607.

Patented Mar. 13, 1894.

Fig. 1.

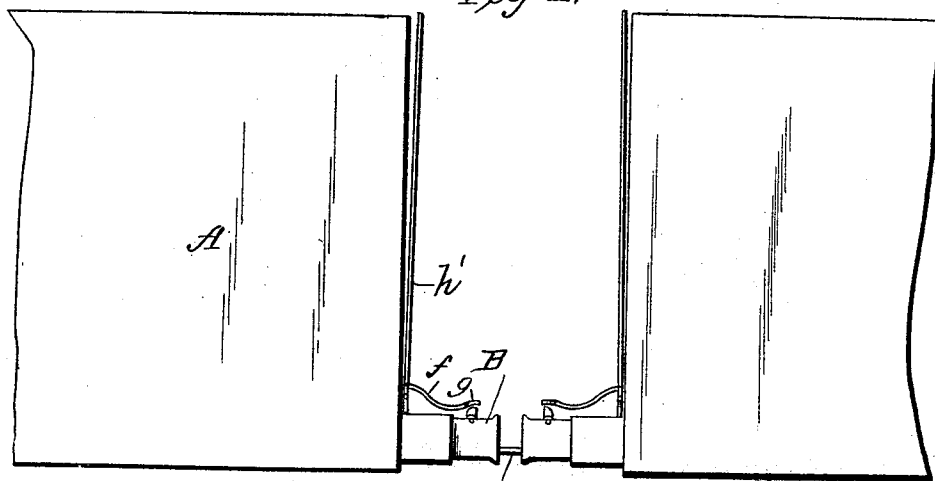


Fig. 2.

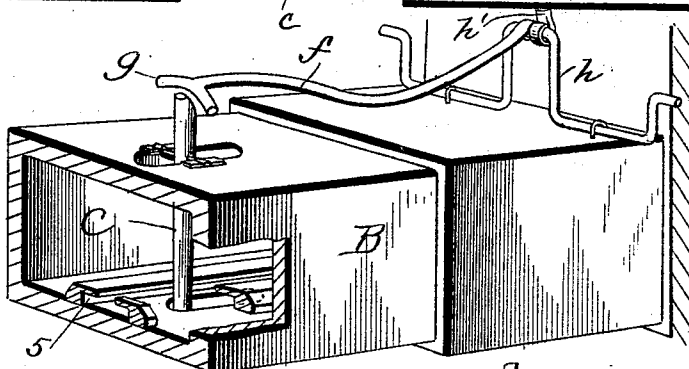
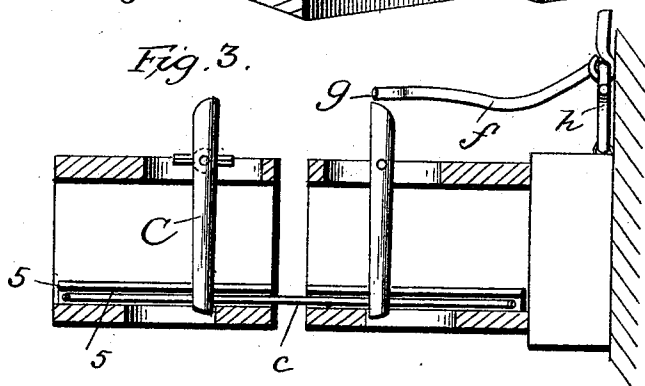


Fig. 3.



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HENRY MONROE MARQUELL, OF ALBANY, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 516,607, dated March 13, 1894.

Application filed June 9, 1893. Serial No. 477,043. (No model.)

To all whom it may concern:

Be it known that I, HENRY MONROE MARQUELL, a citizen of the United States of America, residing at Albany, in the county of Delaware and State of Indiana, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention is an improved car-coupler, and is designed to provide for the automatic coupling of the cars, and also for the uncoupling of the same without requiring the brakeman to present himself to any danger of injury from being crushed between the cars.

The invention includes a draw-head with a way therein for the link, a pivoted pin adapted to engage the link, and means operating the pin from a position to one side of or above the car so as to release the link.

In the accompanying drawings, Figure 1— is a side elevation of the end of a railway car, embodying my invention. Fig. 2— is a sectional view through the draw-head. Fig. 3— is an elevation of the draw-head showing the way for the link.

In the figures, A represents the car and B, the draw-head. This draw-head is made of box form, and is provided on its interior bottom surface with a way 5 which may be formed by two guide pieces with inwardly extending flanges with a space between for the movement of the pin. The link fits snugly in the way or groove thus formed, and the pin is adapted to move in the space between the guides, the end thereof passing through an opening in the bottom of the draw-head, and finds a bearing against the front wall of this opening. The link as shown at c is preferably elongated, and is made so in order that it may be disengaged from the pin by swinging the pin to the rear. The pin is shown at C, and is pivoted at its lower end in the top plate of the draw-head, so that it may be swung toward the front, thus giving reverse movement to its lower end, and freeing it from engagement with the link, as the pin has free movement toward the

rear, but is limited in its movement toward the front.

In order to couple the cars, it is only necessary to bring the cars together, and as the end of the link enters the groove or way formed to receive it, it pushes the end of the pin to the rear until the link passes under the link of said pin, at which time the link assumes its vertical position again by gravity, and thus when the cars are slightly separated again, the link is engaged by the pin, and the cars are finally coupled as the end of the pin finds a rigid bearing against the end of the recess or opening in the bottom of the draw-head.

While I prefer to use the guide or way for the link, it will be understood, that where cars of different heights are coupled together, it is not essential that the link shall be directed into this guide or way, but simply that it engages with the pin in any part of its length.

In order to readily uncouple the cars without requiring the presence of the brakeman in a dangerous position, I provide a lever *f*, having a forked end *g*, which engages with the inclined rear end of the pin above its pivot. This lever has lateral connections in the shape of bent bars *h*, extending to the sides of the car, and with a third extension *h'* running to the top of the car, and by operating either the side or top lever after the cars have been brought together to throw the ends of the link to the rear of the draw-head, the forked lever presses upon the inclined end of the pin, which throws the lower end to the rear above the level of the link, and thus allows the link to be withdrawn.

Having thus described my invention, what I claim is—

1. A car coupling consisting of a draw-head, a guide or way in the bottom thereof, adapted to receive a link, a pivoted pin having free movement rearwardly, and a shoulder for limiting its movement to the front, substantially as described.

2. In combination with a drawhead, a link

adapted thereto, a pin pivoted therein, with
its lower end freely movable toward the rear,
and its upper end extending above the pivot,
a stop for limiting the forward movement
5 of the lower end, a rod having a forked end
adapted to bear against said upper end, and
rod connections from said forked end to the
sides and top of the car for operating the

same to swing the pin, substantially as de-
scribed.

In testimony whereof I affix my signature in
presence of two witnesses.

HENRY MONROE MARQUELL.

Witnesses:

JAMES BANTZ,
JOSEPH S. COLE.