

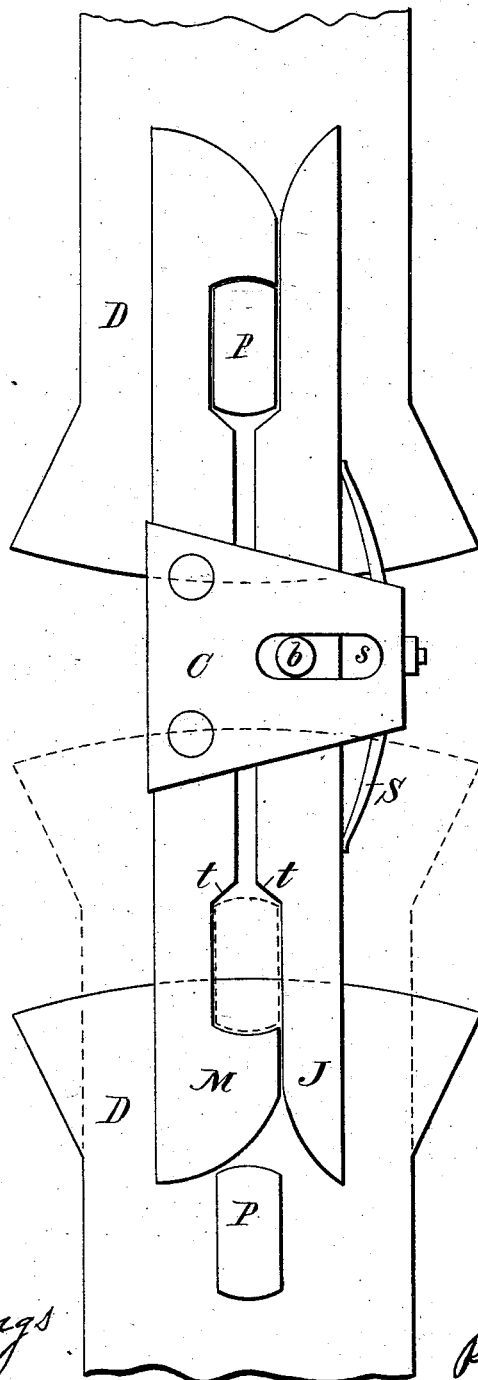
(No Model.)

P. MARKLEY.

CAR COUPLING.

No. 260,763.

Patented July 11, 1882.



Witnesses.
 Wm. Cummings
 Harry M. Maggum.

Inventor.

Philemon: Markley

UNITED STATES PATENT OFFICE.

PHILEMON MARKLEY, OF LEWISTOWN, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 260,763, dated July 11, 1882.

Application filed May 11, 1882. (No model.)

To all whom it may concern:

Be it known that I, PHILEMON MARKLEY, a citizen of the United States, residing at Lewistown, in the county of Fulton and State of Illinois, have invented a new and useful Car-Coupling, of which the following is a specification, which will enable others to make and use the same, reference being had to the accompanying drawing, it being a top view of my invention, and forming part hereof, which invention relates to the construction of a yielding link for the self-coupling of cars, the pins being in their places in draw-heads.

The parts marked M, J, C, S, and *b s* constitute the device or link.

D D are the draw-heads, and P P flat-sided and round-edged pins in draw-heads.

The jaws M and J are inclosed within the clamp C, and jaw M riveted fast to the clamp C. The bolt or bar *b* is solidly fastened in and through the jaw J, and projects through the guide-slots *s* on top and the bottom sides of clamp C, for the security and guidance of jaw J.

The spring S is fastened to the inner part of clamp C at a proper distance from the yielding jaw J, for the jaw to yield sufficiently for the upright pin P to enter the space in the link, as seen at the left and also at the right in drawing, where pin is in position.

To couple the cars the pins must be in their places in the draw-head. To prevent the coupling of cars the pin must be left out of place in draw-head. To uncouple the cars the pin must be drawn. The inner parts of M and J at *t t* are so shaped as to hold the link in a level or nearly-level position, so that it may enter the draw-head. The sides of M and J in pin-holes are flat to fit the flat sides of the pins, and thereby prevent the link from turning side-wise and missing the draw-head. The spring S is made so as to yield sufficiently for the opening of jaws M and J to admit the pin to its place in the link, and also to yield enough for the turning of cars, but of sufficient strength to keep the jaws so closed as to prevent the uncoupling of cars when not so designed.

I am aware that other devices have been invented for the self-coupling of cars; but I am not aware of any device prior to this composed of jaws, clamp, spring, bar, and slots combined as herein described.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of jaws M and J, clamp C, spring S, bar *b*, slot *s*, and flat-sided pin-holes, either straight or curved at *t t*, in combination with pins P P, substantially as herein described, and for the purpose set forth.

PHILEMON MARKLEY.

Witnesses:

ALEXANDER HULL,
HENRY S. BRYANT.