

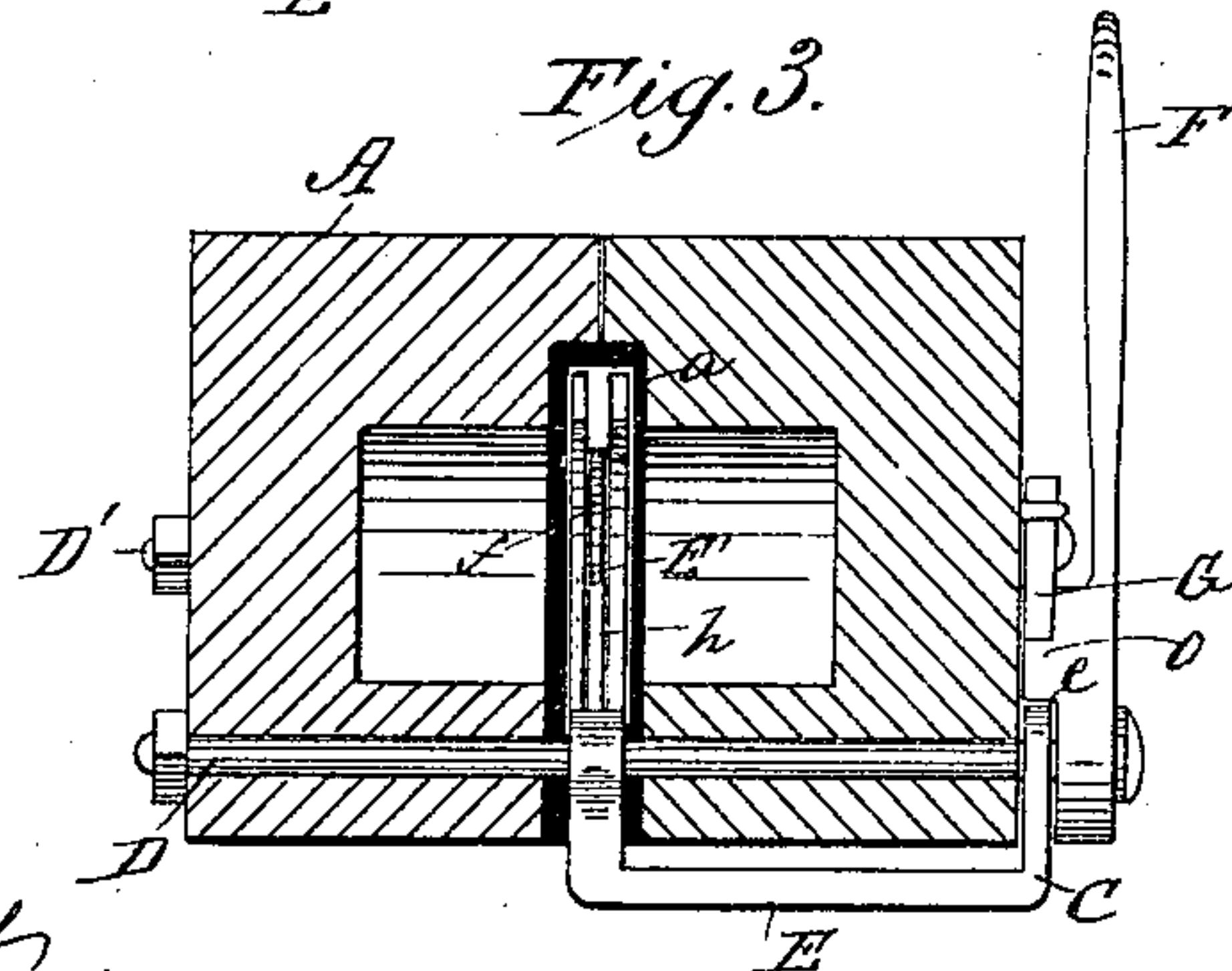
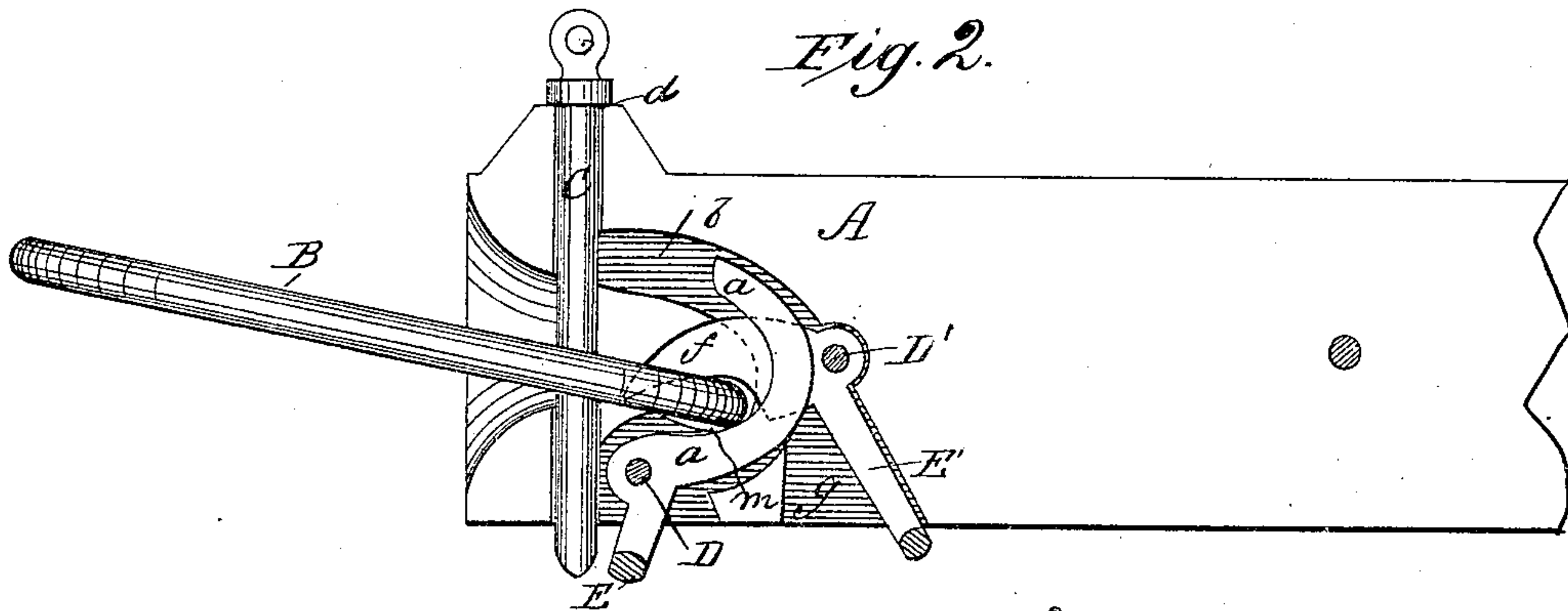
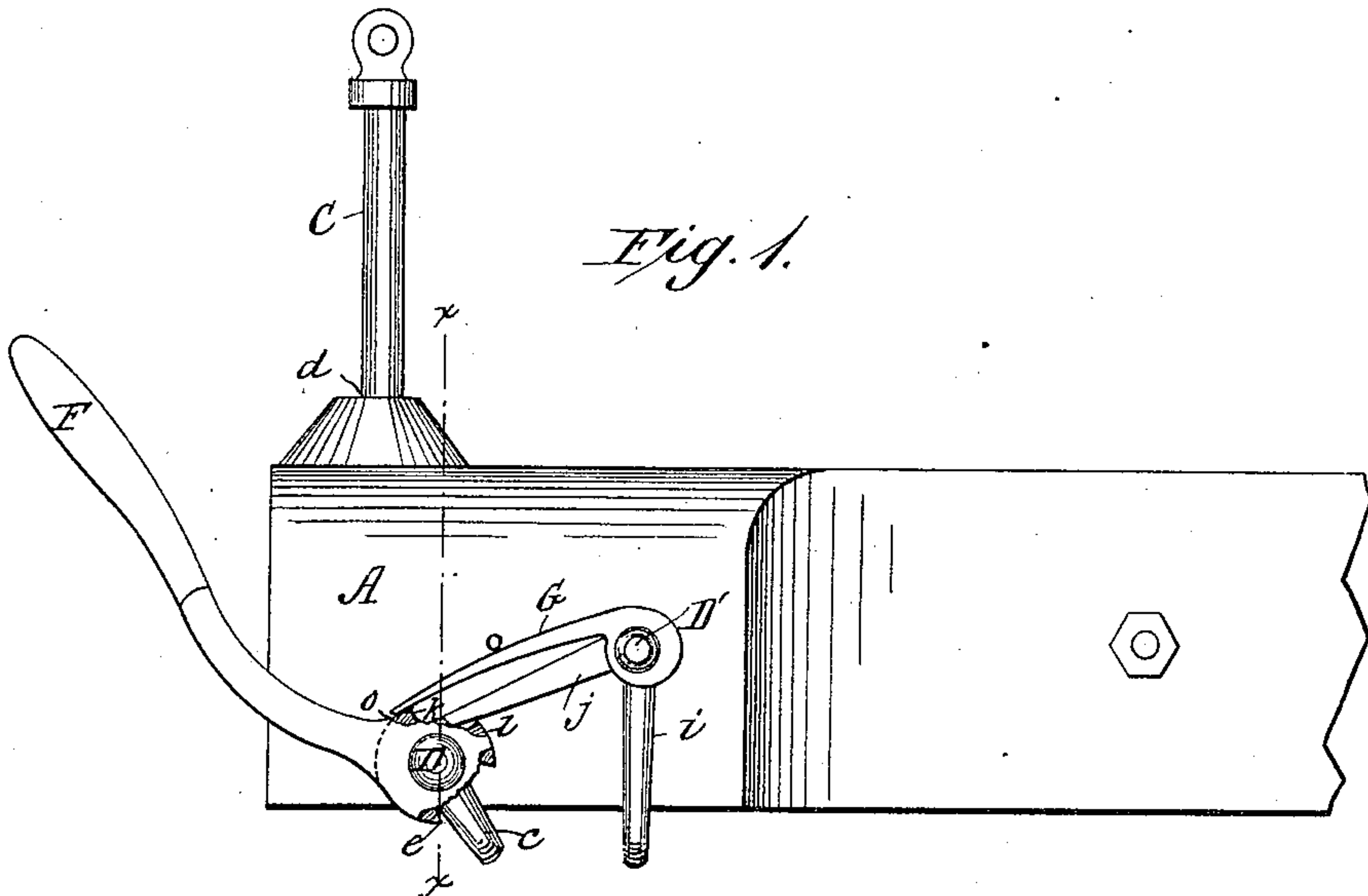
(No Model.)

W. T. QUINLEY.

CAR COUPLING.

No. 304,561.

Patented Sept. 2, 1884.



WITNESSES:

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INVENTOR:

*W. T. Quinley*  
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ATTORNEYS.

# UNITED STATES PATENT OFFICE.

WILLIAM T. QUINLEY, OF GOLDEN LAKE, ARKANSAS, ASSIGNOR OF ONE-HALF TO JOHN J. SHOEMAKER, OF MEMPHIS, TENNESSEE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,561, dated September 2, 1884.

Application filed June 26, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM T. QUINLEY, of Golden Lake, in the county of Mississippi and State of Arkansas, have invented a new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

10 This invention relates to the class of car-couplings in which the ordinary pin and link are used; and it consists of combined pin and link holders, which may be set independently of each other, for coupling two cars together automatically, as hereinafter more particularly described.

15 In the drawings, Figure 1 is a side elevation of my car-coupling. Fig. 2 is a vertical longitudinal section, and Fig. 3 is a cross-section on line *x x* of Fig. 1.

20 A indicates the draw-head, B the link, and C the pin, of an ordinary coupling. In the lower part of the draw-head, near the outer end, is arranged a transverse bolt, D, on which is pivoted the pin-holder E, consisting of a bent bar having a curved arm, *a*, arranged in a recess, *b*, at the center of the draw-head, and a short straight arm, *c*, at one side of the draw-head. The holder E is pivoted on the bolt D 30 by means of both arms *a* and *c*. The concave surface of the curved arm *a* is turned toward the link, and the upper end of said arm projects forward and is adapted to be thrown under the upper pin-hole, *d*, to support the pin in an elevated position preparatory to coupling with another car. The link in coupling strikes the concave surface of the arm *a* and pushes said arm backward, causing the pin to fall and engage the link. This holder is set 40 by means of a lever, F, pivoted on the outer end of bolt D, on which end the straight arm *c* of the holder is arranged. The lever is provided with a shoulder, *e*, which engages said arm when the lever is thrown forward, and thereby causes the holder to turn on bolt D, bringing the arm *a* in position for supporting the pin. A second transverse bolt, D', is arranged in the draw-head, near its horizontal

center, and farther inward than the bolt D, and on this bolt is pivoted the link-holder E', 50 consisting of a bent bar somewhat similar in construction to the pin-holder above described. This holder E' is provided with a curved arm, *f*, arranged in a recess, *g*, at the center of the draw-head, and adapted to oscillate in a vertical slot, *h*, in the arm *a* of holder E; and it is 55 also provided with a straight arm, *i*, at the side of the draw-head. This arm *i* is pivoted on the outer end of bolt D, at the same side of the draw-head with the lever F, and it has a rigid finger, *j*, which extends outward nearly at right angles with the arm *i*, and engages with the lever by two shoulders, *k l*, arranged opposite to each other on the lever. When the lever is turned inward, the shoulder *k* en- 65 gages the finger *j* and presses it downward, causing the holder E' to turn on the bolt D', bringing the arm *f* outward and downward upon the link B. The recess *m*, which receives the link, is made lower at its inner end 70 than elsewhere, in order that when the curved or hooked arm *f* is pressed down upon the inner end of the link the outer end of the link will be elevated and held in position for coupling with another car. The outer end of the 75 link will be elevated in proportion to the depression of the arm *f*, whereby the same may be coupled with cars of different heights. Where an unusual elevation of the link is required in coupling, a bent link of well-known 80 construction may be used to advantage.

G is a spring or flat bar pivoted on bolt D', and having its free end resting on a hub or segment, *o*, of the lever, to create a tension on the latter to hold it at any desired position. 85

What I claim is—

1. The combination, with a draw-head, of a link-holder consisting of an oscillatory bar pivoted on a transverse bolt near the center of the draw-head, a finger rigidly connected to 90 said bar, and a lever pivoted to the draw-head, and having a shoulder for engaging said finger to cause a hooked part of said holder to be depressed against the inner end of a link for holding the outer end thereof in a raised po- 95 sition, substantially as shown and described.



2. The combination, with a draw-head, of  
a pivoted pin-holder and a pivoted link-holder  
supported on separate bolts and having curved  
arms adapted to be moved toward the outer  
5 end of the draw-head for supporting the pin  
or holding the link in a raised position, re-  
spectively, a lever pivoted on one of said bolts,  
and having shoulders for engaging said hold-  
ers, and a finger attached to the link-holder  
and placed in engagement with said lever, sub- 10  
stantially as specified.

WILLIAM T. QUINLEY.

Witnesses:

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