

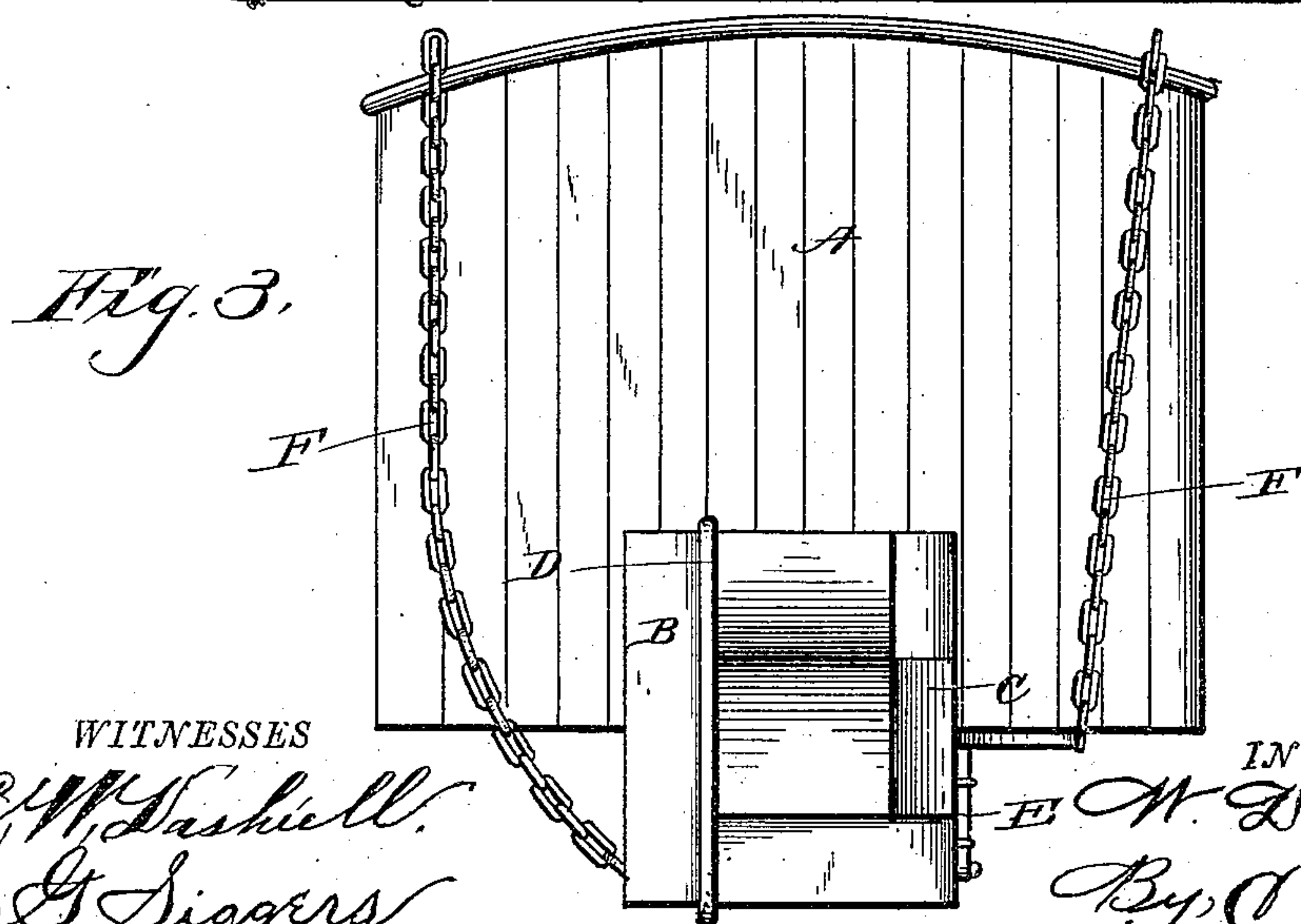
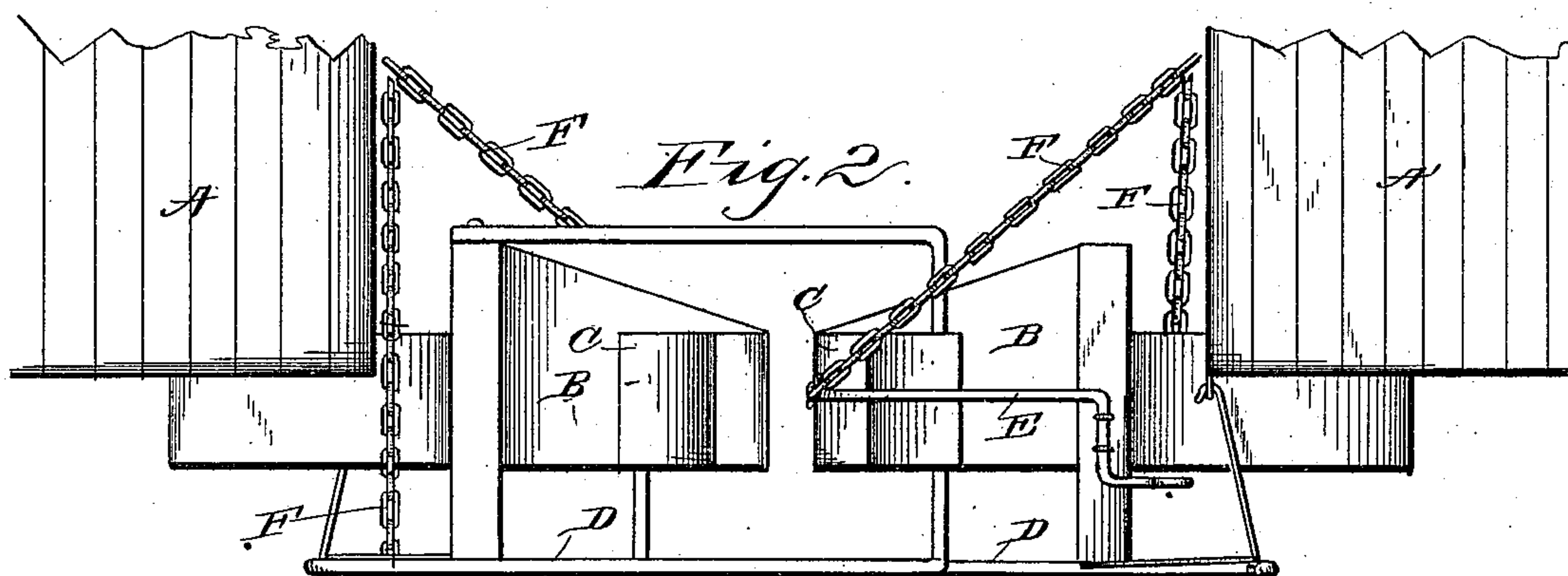
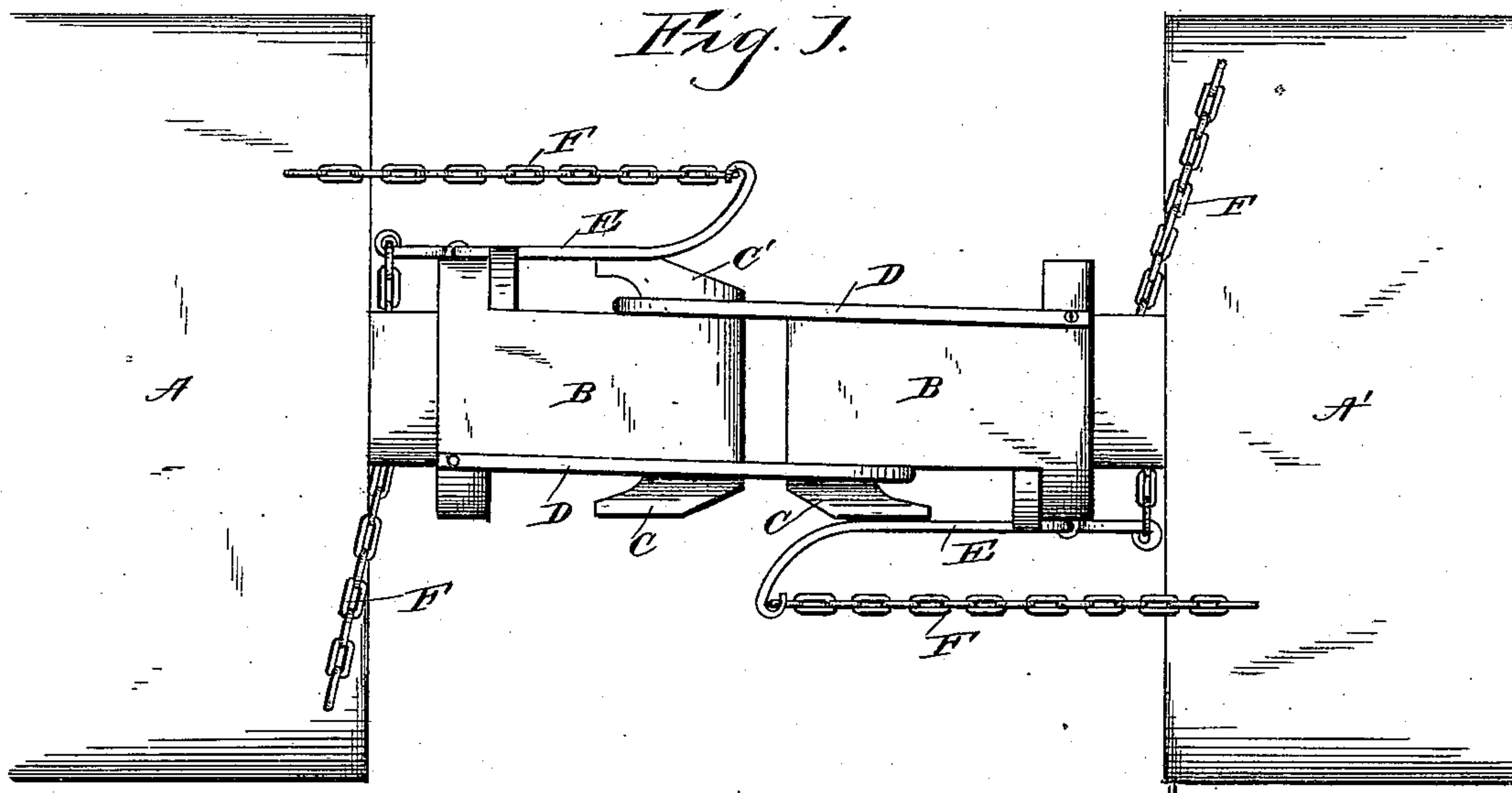
(No Model.)

W. D. MARSHEL.

CAR COUPLING.

No. 308,270.

Patented Nov. 18, 1884.



WITNESSES

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UNITED STATES PATENT OFFICE.

WHEELER D. MARSHEL, OF WAVERLY, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 308,270, dated November 18, 1884.

Application filed September 11, 1884. (No model.)

To all whom it may concern:

Be it known that I, WHEELER D. MARSHEL, a citizen of the United States, residing at Waverly, in the county of Lancaster and State of Nebraska, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings.

10 My invention relates to automatic car-couplings; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

15 In the drawings, Figure 1 is a plan view of two cars coupled with my improved car-coupling. Fig. 2 is a side elevation of the car-coupling and a partial side elevation of two cars coupled together, and Fig. 3 is an end elevation of one car provided with my improved draw-head and coupling-link.

Referring by letter to the accompanying drawings, A and A' designate two car-bodies provided with the usual bumpers and other 25 timbers.

B designates one of the draw-heads. Each draw-head is preferably provided with two coupling-hooks, C C'; but I find in practice that one hook, C, will suffice. I prefer, however, to use two hooks on each draw-head. In 30 either case the draw-head is provided with a single pivoted swinging bail, D, and a pivoted spring-actuated guard and guide, E. Where two hooks are employed on each draw-head each hook is provided with a pivoted spring-actuated guard, E. The guards or guides E are controlled by chains F, leading from the forward ends of the guards or guides to the sides and to the tops of the cars, so 40 that the uncoupling of the cars may be effected from either the top or the sides by manipulating the appropriate chain. By this arrangement of coupling-bails a double coupling is effected, and should one of the bails become accidentally detached from its hook 45 the other bail will hold, and the first will not

permit the uncoupling of the cars. In both instances the chains are connected to the outer ends of the pivoted guards or guides, so that the uncoupling of the cars is effected without difficulty by simply drawing upon the proper chain.

In case a car should be derailed, this improved coupling will be automatically disengaged, so that the car following the derailed 55 car will be left upon the track. This coupling allows for the sway of the cars upon the track, and yet will not become disengaged unless a car leaves the track. The cars can be uncoupled without entering between them by 60 giving the chain a quick jerk. This will permit the bail to leave the hook when the cars are close together. I place a piece of steel on the end of the hinge where the set-rod fastens, so that if the hinge should strike the 65 draw-bar the spring will allow it to give and not bend the set-rod. This construction gives ample play both vertically and laterally.

To uncouple the cars they must be moved together, and the guards or guides E must be 70 pulled away from the draw-head, when the springs will throw the links out of the hooks.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is— 75

1. The combination of a draw-head provided with a coupling-hook at its side, and a spring-actuated guide connected to the car by a chain, and a pivoted coupling-bail opposite the spring-actuated guide, substantially as 80 specified.

2. The combination, with a draw-head provided with coupling-hooks, spring-actuated guides, and chains, of the swinging link and springs and spring, substantially as specified. 85

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WHEELER D. MARSHEL.

Witnesses:

W. K. WILLIAMS,
J. C. YATES.