

(No Model.)

H. H. MARKLEY.
CAR COUPLING.

No. 494,539.

Patented Mar. 28, 1893.

Fig. 1.

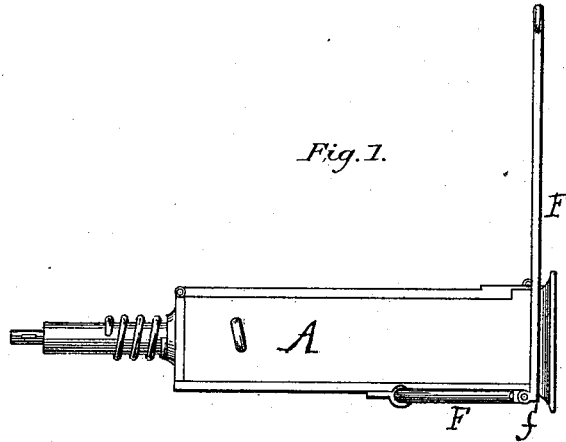


Fig. 2.

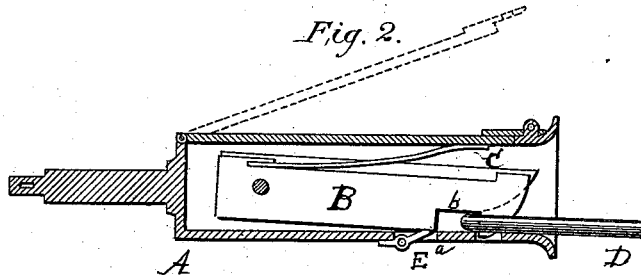


Fig. 3.

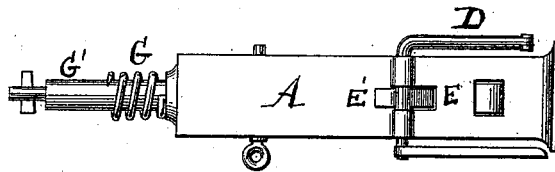
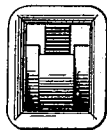


Fig. 4.



Witnesses:
Fred Butler.
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UNITED STATES PATENT OFFICE.

HENRY HARTER MARKLEY, OF MARIANNA, ARKANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 494,539, dated March 28, 1893.

Application filed December 29, 1892. Serial No. 456,733. (No model.)

To all whom it may concern:

Be it known that I, HENRY HARTER MARKLEY, a citizen of the United States, residing at Marianna, in the county of Lee and State of Arkansas, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to make an automatic coupler which can be conveniently uncoupled without any danger to the brakeman.

Figure 1 of the drawings is a side elevation; Fig. 2 a longitudinal vertical section; Fig. 3 a bottom plan view, and Fig. 4 a front elevation.

A represents the hollow drawhead in which is pivoted above the bottom thereof the rear end of a hook coupler B which has a rectangular notch *b* under the front end, said notch having a perpendicular shoulder at the front and rear.

C is a spring made fast on top of the coupler at its rear end and bearing with its front end against the top of drawhead.

What I have now described is old and well known to the public but what I have done is to make an uncoupling mechanism which consists of the yoke F having the two opposite rigid arms E E', one of which bears upon the bottom of drawhead and the other upon the bottom of the coupler B. The yoke F is jointed at *f* to the handle-bar F' so that the cars may be uncoupled from the top or platform of the car.

The top of drawhead may be hinged at the rear so as to admit of entrance to the inside thereof when manipulating the coupler and spring.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

In a hook and link coupler, the combination with the rear-pivoted coupler, of the yoke F having the two opposite rigid arms E E', one bearing on the bottom of drawhead and the other on the bottom of said coupler, the said yoke being jointed to a handle-bar as shown and described.

HENRY HARTER MARKLEY.

Witnesses:

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