

S. MARTIN.  
Car-Couplings.

No. 156,806.

Patented Nov. 10, 1874.

Fig. 1.

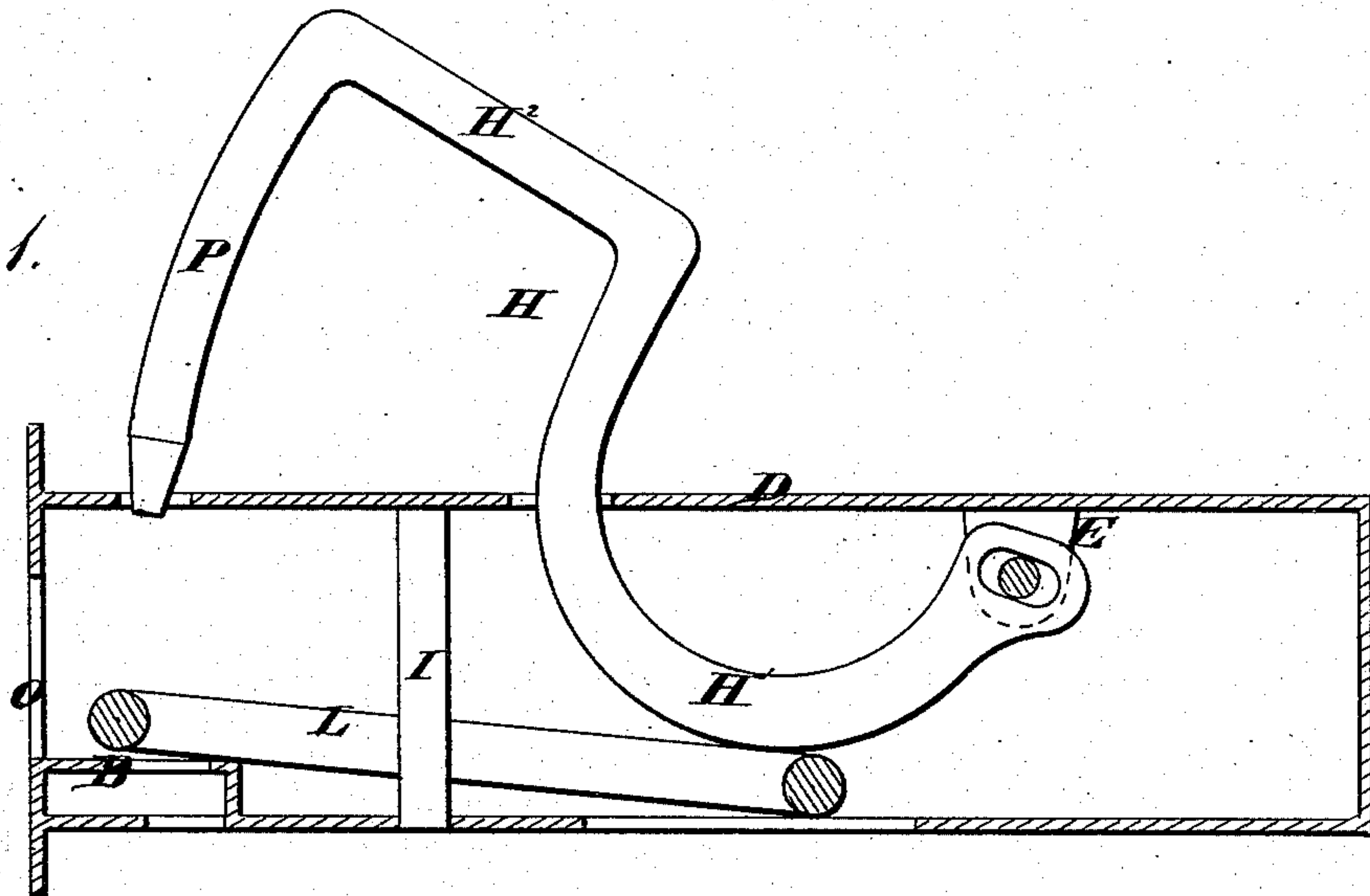


Fig. 2.

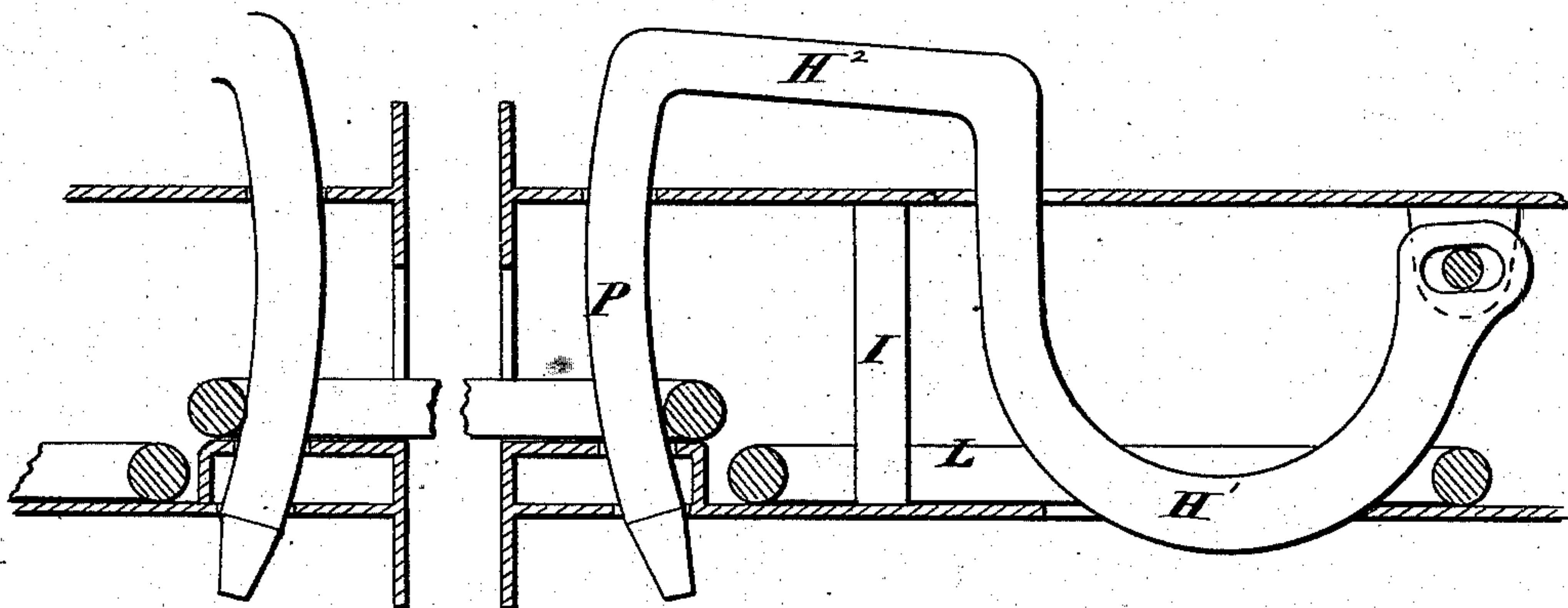
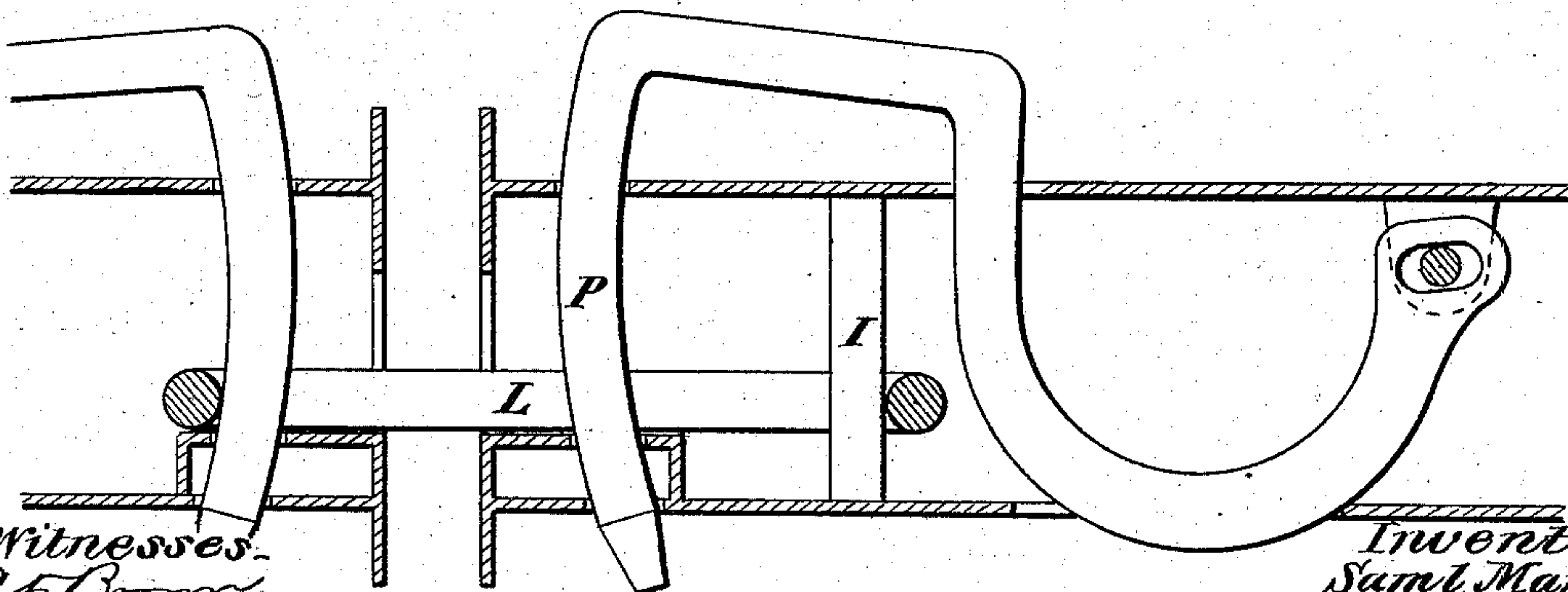


Fig. 3.



Witnesses:  
C. J. Brown  
N. H. Ellsworth

Inventor  
Saml. Martin  
by his Attys.  
Will. S. Ellsworth

# UNITED STATES PATENT OFFICE.

SAMUEL MARTIN, OF MUDDY CREEK FORKS, PENNSYLVANIA.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **156,806**, dated November 10, 1874; application filed April 27, 1874.

*To all whom it may concern:*

Be it known that I, SAMUEL MARTIN, of Muddy Creek Forks, in the county of York and State of Pennsylvania, have invented a new and Improved Car-Coupling; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 is a sectional elevation of my invention, showing the coupling-hook elevated and held by the auxiliary link. Fig. 2 is a section, showing two draw-heads united by the ordinary coupling-link; and Fig. 3, a similar view, showing the auxiliary link in use for coupling.

Similar letters of reference in the accompanying drawings denote the same parts.

This invention consists, first, of a coupling-hook of a peculiar shape pivoted in the draw-bar of a car-coupling, and adapted to be held in an elevated position by a sliding support until the entrance of the link from an adjacent draw-head, said link striking the sliding support and pushing it back in such manner as to allow the hook to drop within the entering link and effect the coupling. It consists, secondly, of an auxiliary link held within the draw-head by a stationary vertical pin, and adapted to remain within the draw-bar, and constitute the sliding support for the pivoted hook, or to project therefrom and engage as a coupling-link with the hook or pin of an adjacent draw-bar, all of which I will now proceed to describe.

In the drawings, D represents a draw-bar having near its rear end ears or lugs, E, between which is pivoted the coupling-hook H. The latter is of peculiar shape, being somewhat like a reversed figure 5, and is pivoted at its inner end, the outer end P being in the arc of a circle, whose center is in the pivotal point. The hook H has a depressed portion, H<sup>1</sup>, near its inner or pivoted end, and a raised portion or handle, H<sup>2</sup>, projecting above the draw-bar, the curved hook or pin P being on the outer end of the portion H<sup>2</sup> and projecting downward into the draw-bar. L represents an auxiliary link or

sliding support to the hook H. I represents a stationary vertical pin located within the link L, and preventing its removal from the draw-bar. B is a pillow-block at the mouth of the draw-bar having its upper surface flush with the lower side of the opening O. When the link L is drawn forward, so that its outer end rests on the block B, its inner end comes under the depressed portion H<sup>1</sup> of the hook H, and holds the latter in an elevated position, as shown in Fig. 1. When the link of the adjacent draw-head enters the opening O it strikes the link L, and forces it back, thus removing the support from the depressed portion of the hook, the pin P of which drops into the entering link while the portion H<sup>1</sup> enters a slot in the bottom of the draw-bar, the ends of the slot arresting its downward motion.

It will be seen from the foregoing that the link L acts as a sliding support for the hook H, adapting the latter to couple automatically.

Should the ordinary link be lost or broken, the link L is adapted to project from its draw-bar and serve as a coupling-link, as shown in Fig. 3, the pin I holding its inner end. It is intended to be so used, however, only in case of emergency.

I claim as my invention—

1. In a car-coupling, a pivoted bent coupling-hook, adapted to be held in an elevated position by a sliding link within the draw-bar until the entrance of the link from the opposite coupling, substantially as described, for the purpose specified.

2. In a car-coupling having a pivoted coupling-hook, an auxiliary link, L, held within the draw-head, and adapted to hold the hook in an elevated position or act as a coupling-link, all combined substantially as described, for the purpose specified.

To the above specification I have set my hand this 18th day of March, A. D. 1874.

SAMUEL MARTIN.

Witnesses:

N. K. ELLSWORTH,  
MELVILLE CHURCH.