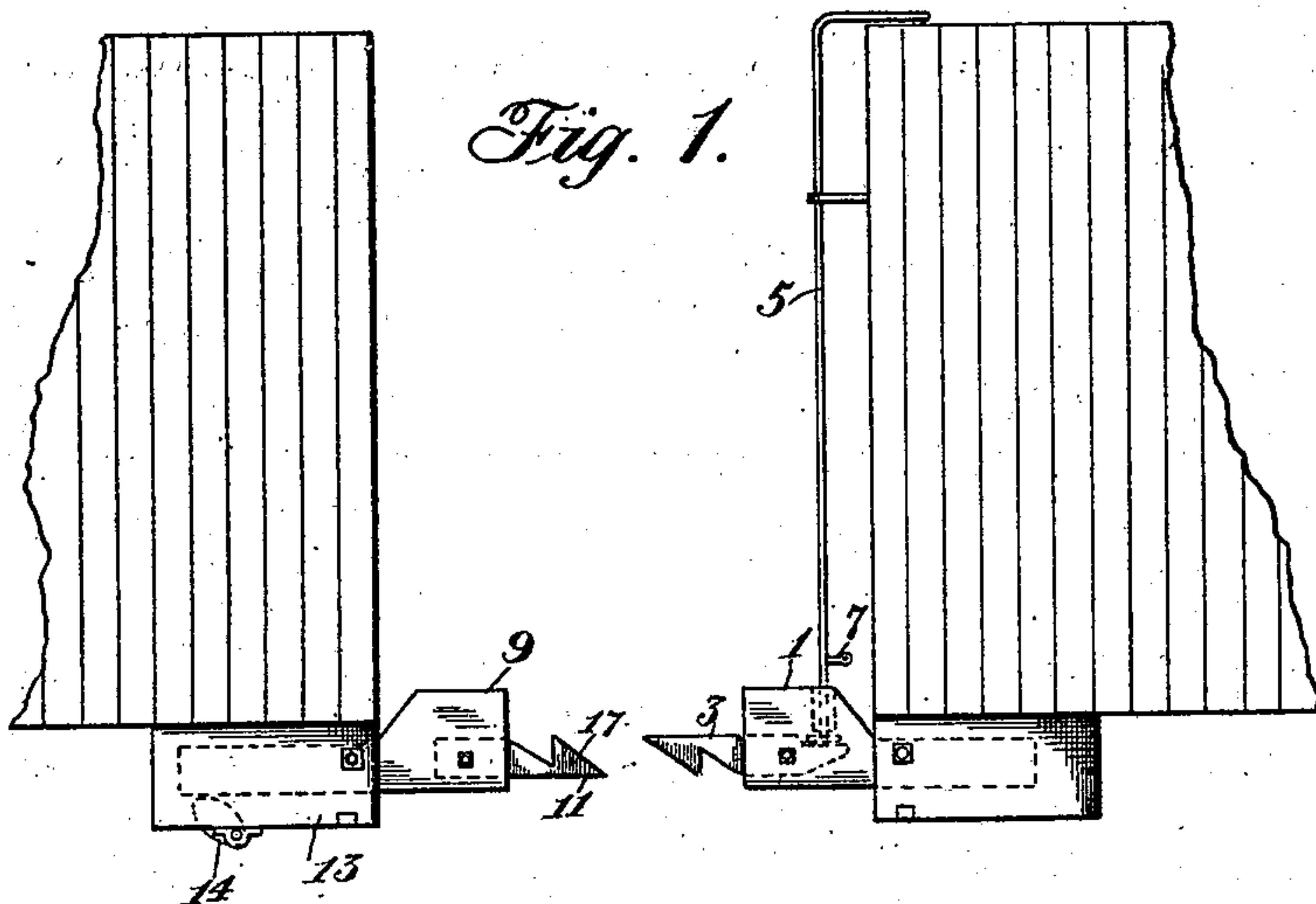


(No Model.)

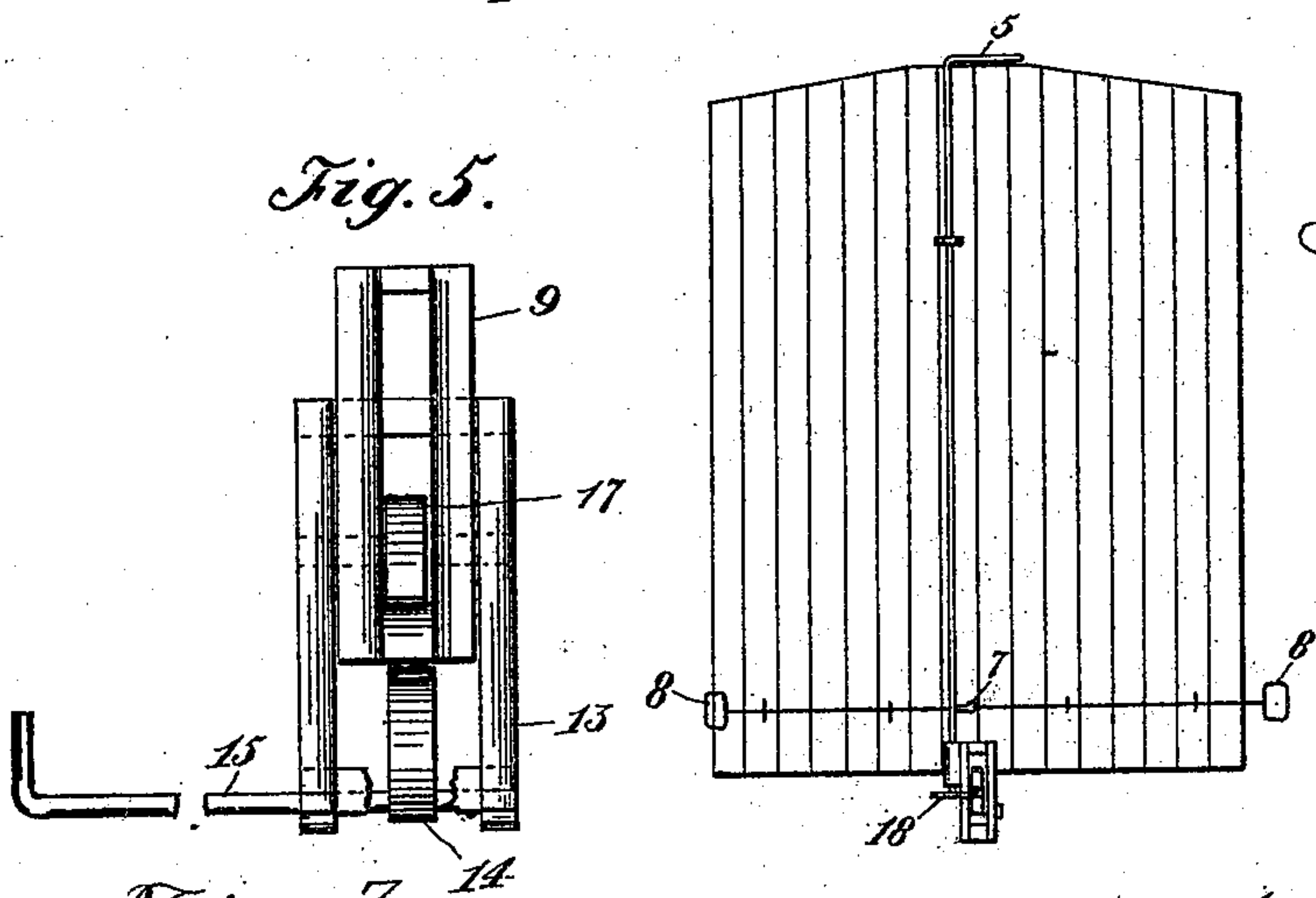
H. H. MARTIN.  
CAR COUPLING.

No. 502,309.

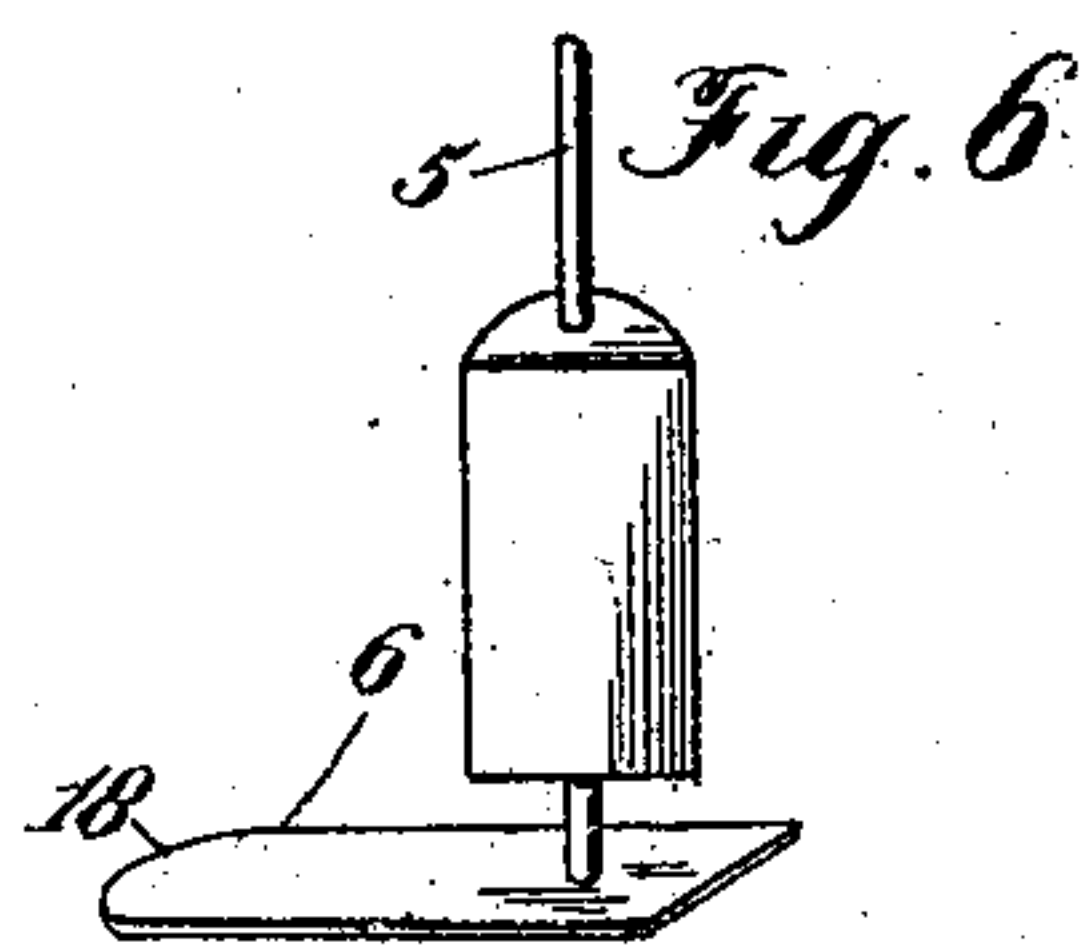
Patented Aug. 1, 1893.



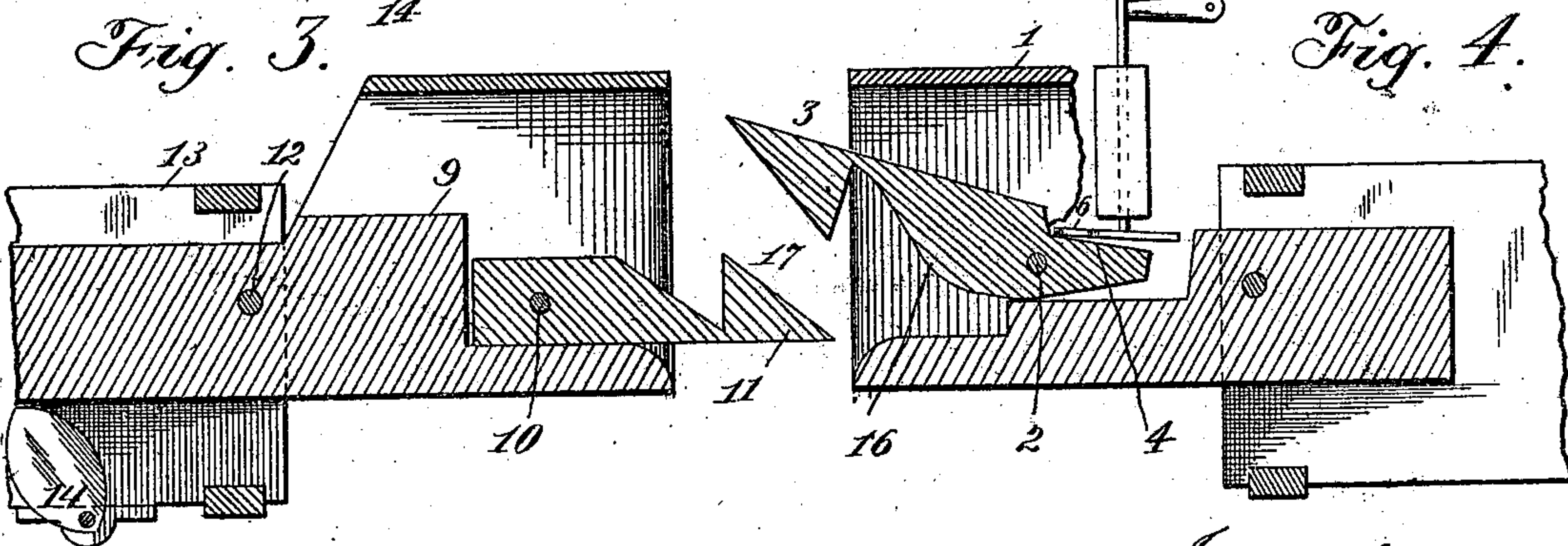
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Fig. 4.*

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*H. H. Martin*  
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*Attorneys.*



# UNITED STATES PATENT OFFICE.

HENRY H. MARTIN, OF CAMPBELLSVILLE, KENTUCKY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 502,309, dated August 1, 1893.

Application filed November 15, 1892. Serial No. 452,084. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY H. MARTIN, a citizen of the United States, residing at Campbells-ville, in the county of Taylor and State of Kentucky, have invented a certain new, useful, and valuable Improvement in Car-Couplers, of which the following is a full, clear, and exact description.

My invention has relation to car couplers and said coupler is so constructed that it can be operated from the top or either side of the car and thus saving the operator the dangerous necessity of going between the cars either while coupling or uncoupling.

In the accompanying drawings:—Figure 1, is a side view of the ends of two cars having my coupling attached thereto. Fig. 2, is an end view of the car provided with my coupler. Fig. 3, is a longitudinal sectional view of one of the couplings. Fig. 4, is a longitudinal sectional view of the other coupling. Fig. 5, is an enlarged end view of one of the couplings, and Fig. 6, is a detail view in perspective of part of the attachment.

My invention is described as follows:

To one end of the car is attached the drawhead 1. Said drawhead has pivoted in its mouth at 2, the catch 3; said catch having its rear end provided with the socket 4. The rod 5, is journaled in suitable arms attached to the end of the car and on the lower end of the said rod 5, is rigidly secured the elongated extension 6. The said arm 5, has its upper end bent into a suitable handle and just above the drawhead 1, it is provided with the angle extension 7. To the said angle extension 7, is secured the rods 8, 8, which extend one on each side of the car. To the other end of the car is attached the drawhead 9, which is much simpler in construction than the drawhead 1. Said drawhead has pivoted in its mouth at 10, a catch 11, said catch having its point extending upward, while the point of the catch 3, extends downward. The drawhead 9, is pivoted at 12, in a case 13. Said case 13, has journaled in its lower part the eccentric 14, the handle of which 15, (see Fig. 5,) extends out to the side of the car. By means of this eccentric the said

drawhead 9, can be pitched at any desired angle to receive the catch 3, when the cars are backed together, thus overcoming the difference in the height of cars.

When the cars are coupled and it is desired to uncouple them, the cars are backed so as to bring the drawhead 1, and 9, close together. In doing this the upper inclined edge 17, of the catch 11, presses against the edge 16, of the catch 3, and pushes the said catch up until the point of the catch 3, is above the point of the catch 11. Then the rod 5, is turned either from the top or either side of the car and this brings the end 18, of the elongated extension 6, in the socket 4, of the catch 3. This will hold the said catch 3, up and the cars can then be pulled apart. In coupling the cars the end 18, of the extension 6, is disengaged from the socket 4, and the cars are backed and the catches will automatically engage each other.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car coupling consisting of first a drawhead, having pivoted therein a suitable catch, said catch having its rear end provided with a suitable socket, a rod journaled to the front of the car and having on its lower end a suitable extension, said rod adapted to be revolved and thereby throw the said extension into the socket of the catch; second a drawhead having pivoted in its mouth a suitable catch, the catch of the first drawhead adapted to engage the catch of the second drawhead, substantially as shown and described.

2. A car coupling consisting of first a drawhead, having pivoted therein a permanently downward extending catch; second a drawhead having pivoted therein a permanently upward extending catch, the two catches adapted to engage each other substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY H. MARTIN.

Witnesses:

JOHN G. FROGGE,  
JOHN MOORE.