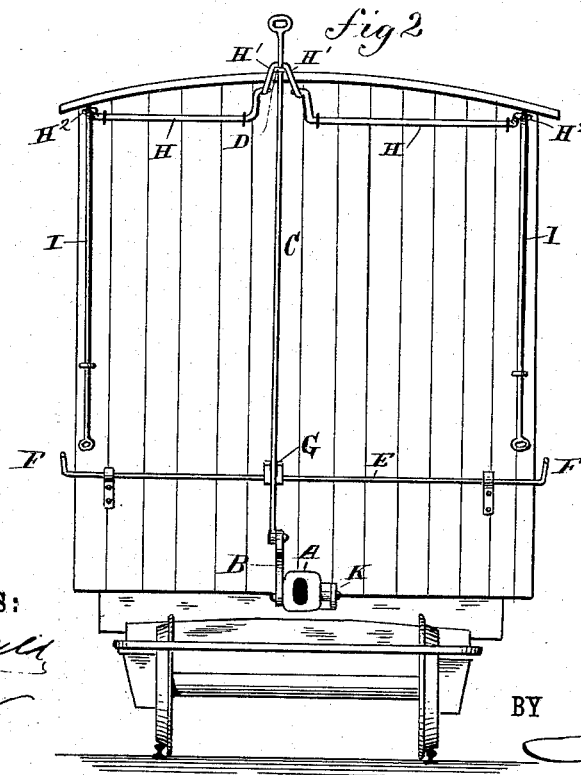
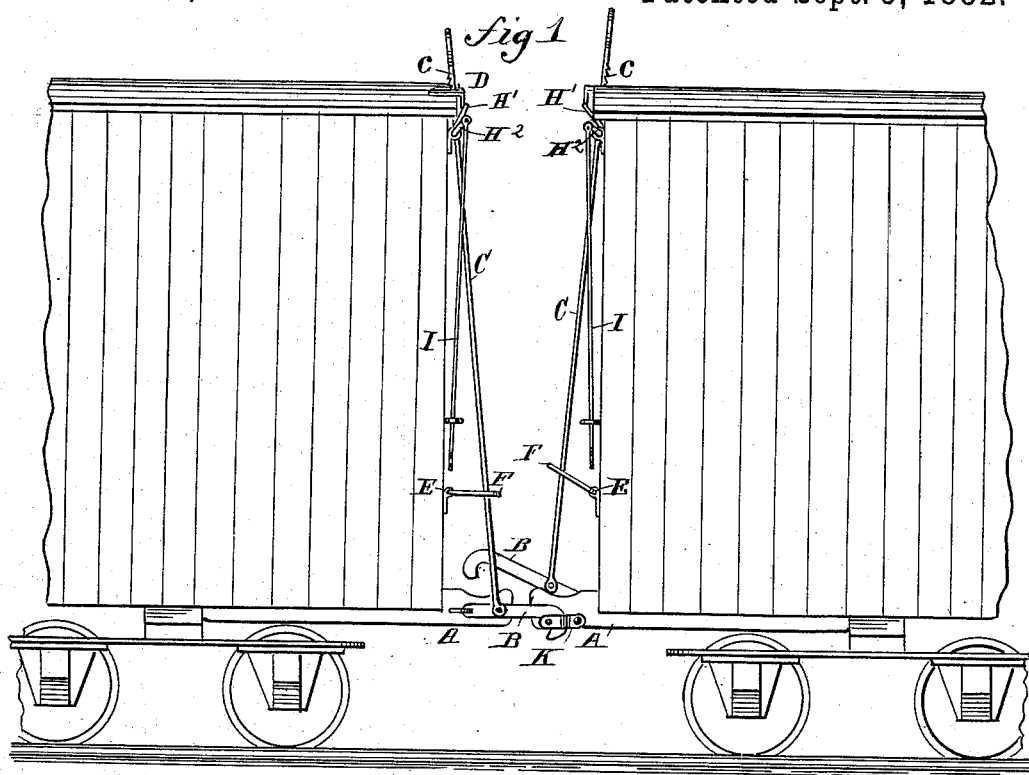


(No Model.)

M. V. KING.
CAR COUPLING.

No. 263,916.

Patented Sept. 5, 1882.



WITNESSES:

J. D. Garfield
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INVENTOR:

M. V. King

BY

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UNITED STATES PATENT OFFICE.

MARTIN V. KING, OF BEDFORD, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,916, dated September 5, 1882.

Application filed July 17, 1882. (No model.)

To all whom it may concern:

Be it known that I, MARTIN V. KING, of Bedford, in the county of Taylor and State of Iowa, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with a draw-head, of a pocket or loop formed on one side and a hook pivoted to the opposite side, to which hook a rod is pivoted, which extends to the top of the car, and can be locked by means of a latch pivoted on the top of the car and engaging with ratchet-teeth of the rod. The latch can be released by depressing it with the foot, or by means of rods and lever connected with the same and reaching to the sides of the car. The rod connected with the hook on the draw-head is connected with a transverse crank-shaft on the end of the car, so that this rod also can be operated from the sides of the car.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation of the end parts of two cars provided with my improved coupling, showing one hook partly raised. Fig. 2 is an end elevation of a car provided with my improved car-coupling.

To the left-hand side of the draw-head A a hook, B, is pivoted; and to this hook a rod, C, is pivoted near its inner end, which rod C reaches to the top of the car and passes through a latch, D, on the car-roof, that part of the rod C passing through this latch being provided with ratchet-teeth *c*. A transverse shaft, E, journaled on the end of the car, is provided at each end with a crank-arm, F, and a middle crank-arm, G, of this shaft E is pivoted to the rod C, thus permitting this rod to be

raised or lowered from the sides of the car. Two rods, H, provided at the ends with cranks H' H², are journaled on the end of the car, the inner cranks, H', engaging with the latch D. Rods I extend downward from the outer cranks, H², and by pulling on these rods I the latch D will be disengaged from the ratchet-teeth of the rod C. A longitudinal loop or pocket, K, is formed on the right-hand side of the draw-head, into which pocket or loop the outer end of a hook, B, is adapted to pass.

The operation is as follows: If the cars are to be coupled, the latch D is disengaged from the ratchet-teeth of the rod C by pulling on the levers I, or by depressing the latch by means of the foot, and then the hooks B are lowered into the pockets, loops, or slots K of the opposite draw-heads. If the cars are to be uncoupled, the hooks B are raised by drawing the rods C upward either from the top or sides of the car. The loops or pockets K are made longitudinal to give the coupling the desired play.

If any parts are broken, they can easily be replaced without requiring the car to be brought to the repair-shop.

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

The combination, with the pivoted hook B, of a ratchet-rod, C, pivoted near the inner end of hook, the latch D in the car-roof, the transverse crank-shaft E, having middle crank-arm, G, pivoted to rod C, the crank-rods H, and the rods I, all arranged substantially as shown and described.

MARTIN V. KING.

Witnesses:

J. C. JOHNSON,
P. C. KING.