

(No Model.)

W. H. OTT & E. R. McKINZY.

CAR COUPLING.

No. 342,381.

Patented May 25, 1886.

Fig. 1.

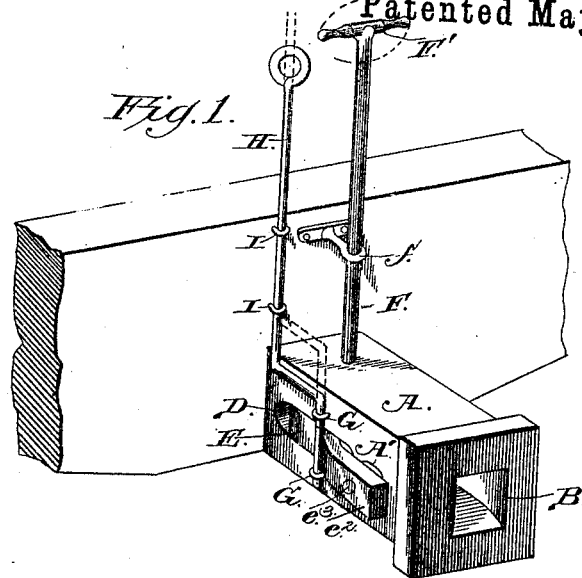
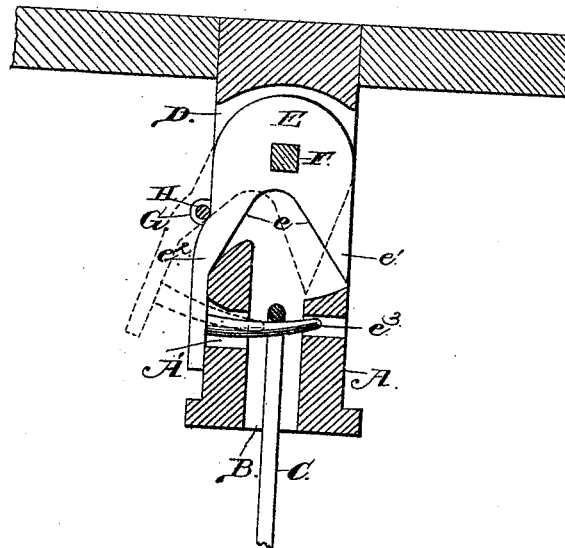


Fig. 2.



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM H. OTT AND ELI R. MCKINZY, OF BOSTON STATION, INDIANA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 342,381, dated May 25, 1886.

Application filed March 27, 1886. Serial No. 196,825. (No model.)

*To all whom it may concern:*

Be it known that we, WILLIAM H. OTT and ELI R. MCKINZY, citizens of the United States, residing at Boston Station, in the county of Crawford and State of Indiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings.

Our invention relates to an improvement in car-couplings; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claim.

In the drawings, Figure 1 is a perspective view of our invention. Fig. 2 is a horizontal sectional view of the same.

A represents the draw-head, which is provided with the usual opening, B, for the reception of the coupling-link C, and with a horizontal opening, D, which extends across the inner end of the opening B.

E represents a coupling-jaw, which is provided on its front side with a substantially V-shaped opening, *e*, thereby forming arms *e'* and *e''*, the latter of which is longer than the former, and is provided at its outer end, on its inner side, with an extending hook or pin, *e'''*, which works in a horizontal opening, A', which is made in the draw-head near the outer end thereof.

F represents a turning shaft, which extends vertically through an opening in the draw-head, and is keyed or otherwise rigidly secured to the rear end of the jaw E, and forms a fulcrum thereof.

On one side of the draw-head is secured a pair of vertically-aligned keepers, G, one of the said keepers being located above and the other below the outer side of the jaw *e''*. The vertical shaft F extends to the top of the car, on the front side thereof, and is provided at

its upper end with a crank or wheel, F', and is journaled near its upper end in a bracket, *f*, which extends from the front side of the car.

H represents a vertically-movable detent-rod, which works in keepers I, that are secured on the front side of the car, and the lower end of the said rod is bent outwardly and then downwardly, and thereby adapted to pass through the keepers B and bear against the outer sides of the jaw.

The operation of our invention is as follows: In order to couple the cars, the detent-rod I is raised and the jaw swung outwardly to the position shown in dotted lines in Fig. 2. When the link enters the draw-head, it strikes against the inclined sides of the arm *e'* of the coupling-jaw and partly rotates the latter, causing the hook or pin *e'''* to enter the opening A' in rear of the front end of the coupling, and thereby prevent the latter from being withdrawn. The detent-rod is then lowered and caused to bear against the outer side of the coupling-jaw, as hereinbefore described, and thereby prevent the cars from becoming accidentally uncoupled.

Having thus described our invention, we claim—

The combination of the draw-head, the coupling-jaw E, fulcrumed therein, and having the opening *e* and the pin or hook *e'''*, and the detent for locking the coupling-jaw in the draw-head, for the purpose set forth, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

WILLIAM H. OTT.  
ELI R. MCKINZY.

Witnesses:

J. W. CRECELIOUS,  
IDA M. CRECELIOUS.