

(No Model.)

A. OSTERHOUT.  
Car Coupling.

No. 230,044.

**Patented July 13, 1880.**

Fig. 1.

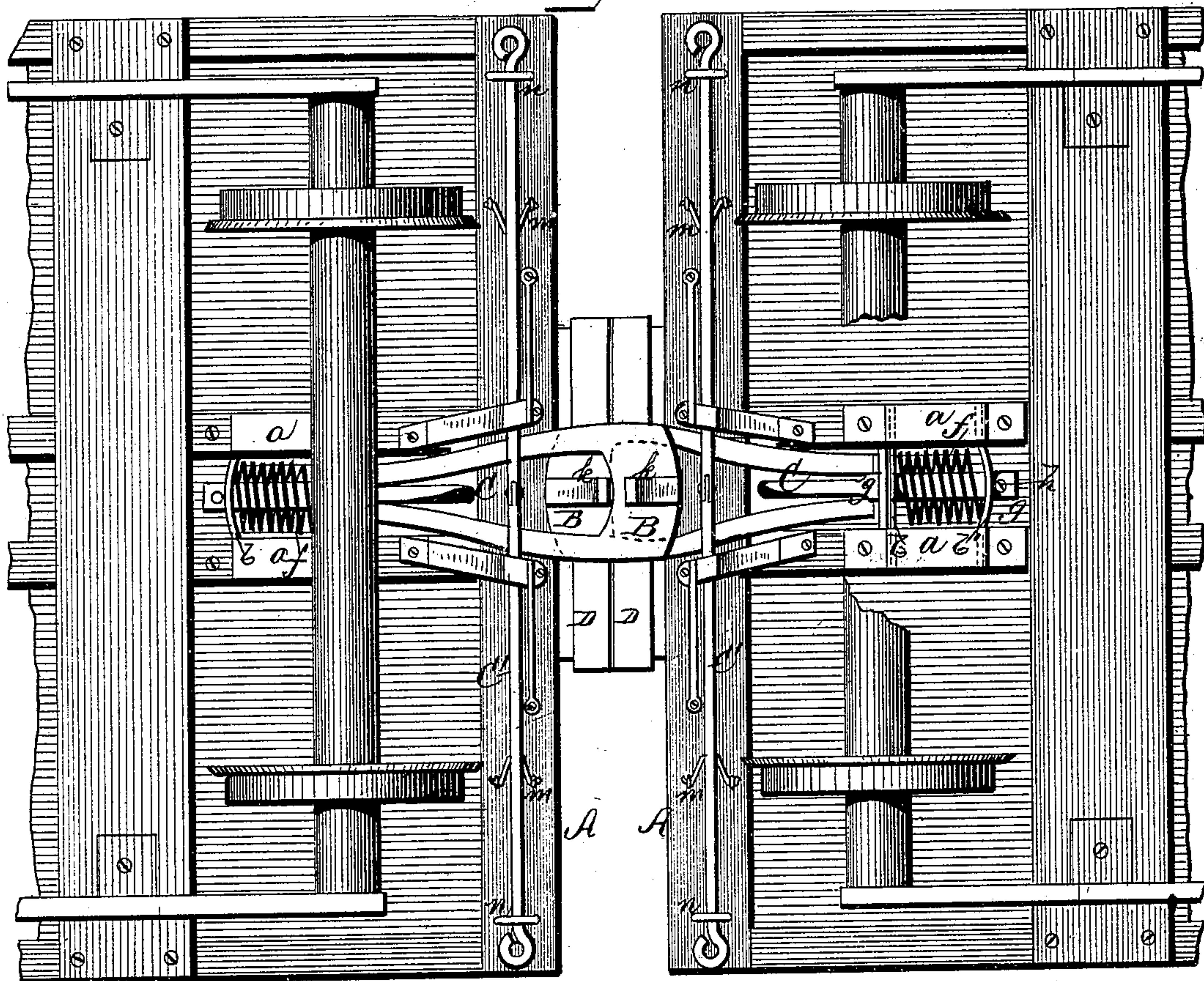


Fig. 2.  
A

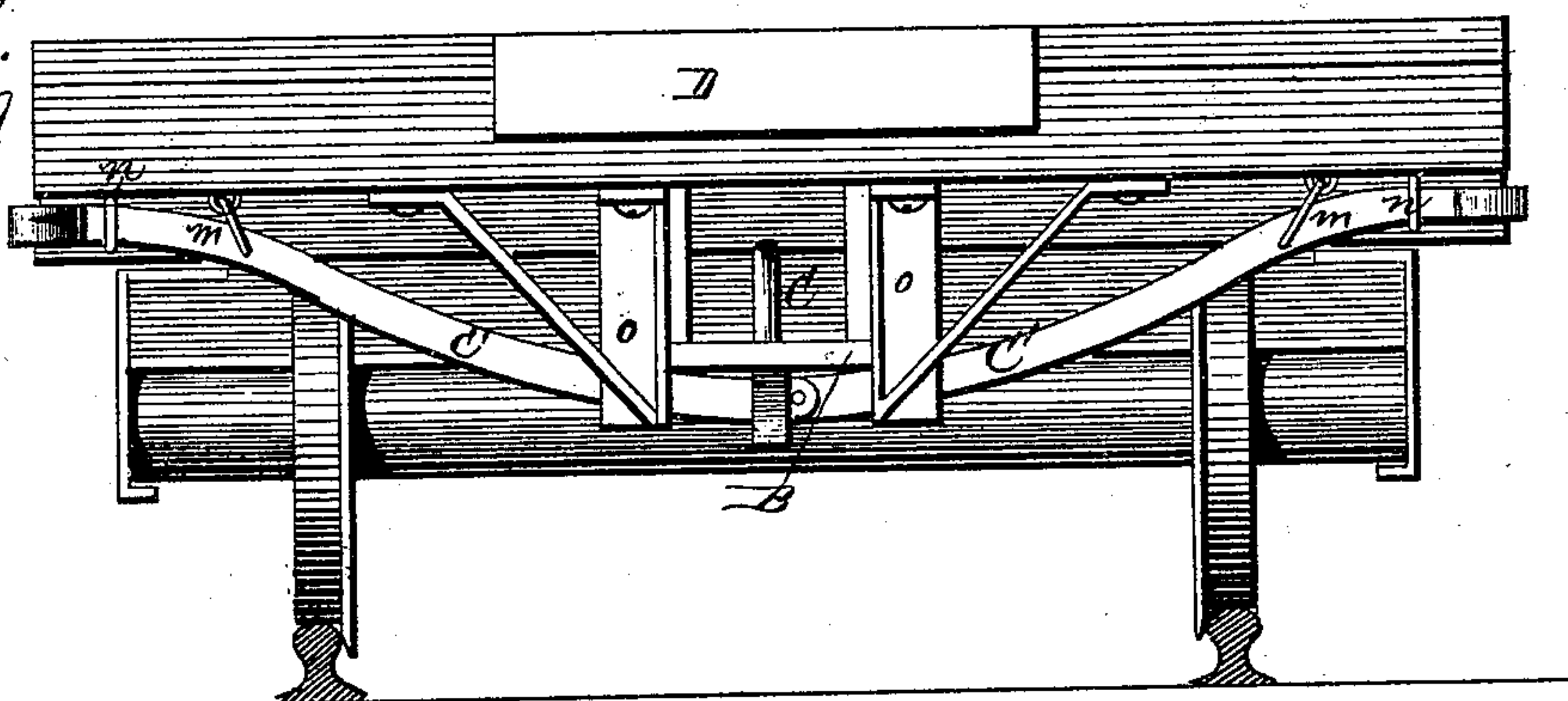
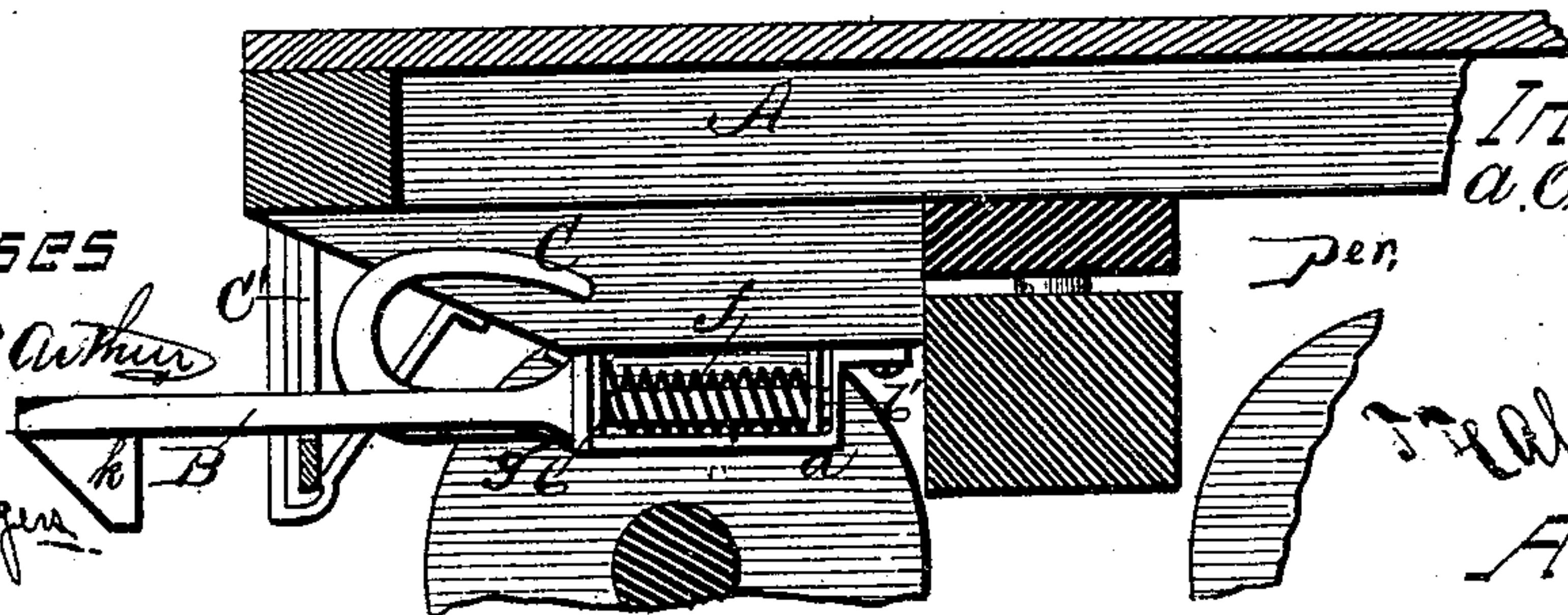


Fig. 3.



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*Witnesses*

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# UNITED STATES PATENT OFFICE.

ABRAM OSTERHOUT, OF WAYLAND, ASSIGNOR OF ONE-HALF OF HIS RIGHT  
TO WARREN S. CRIPPEN, OF GRAND RAPIDS, MICHIGAN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 230,044, dated July 13, 1880.

Application filed May 31, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, ABRAM OSTERHOUT, of Wayland, in the county of Allegan and State of Michigan, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a bottom plan view, Fig. 2 an elevation, and Fig. 3 a section through one end, of a car carrying my coupling.

The object of this invention is to provide a car-coupler which will be simple and economical in construction and safe and certain in its operation; and to these ends it consists in the combination of such devices as will be hereinafter set forth, and definitely pointed out in the claims.

In order that others skilled in the art may avail themselves of the benefits of my invention, I will now proceed to describe its construction and method of operation.

A represents a car made in the usual way. On its under side are secured two angle-irons, *a a*. (Seen in Figs. 1 and 3.)

*b b'* are two sliding plates or blocks, having necks or projections, which work easily between the angle-irons and the bed-plates to which they are attached. In these sliding blocks the hook *c* is inserted, with the spiral spring *f* on its shank and between the blocks, as shown also in Figs. 1 and 3. The hook *c* is formed with a shoulder, *g*, and provided with stop-bolt *h* in rear of the hind block.

B represents the couplers, both being of the same construction, so that either one may hook onto the other. It will be observed (see Fig. 1) that these couplers have a wedge-shaped opening, being wider in front and tapering to the width of the shoulder *g* on hook *c*. At this point the sides of the couplers unite in a square block, through the center of which is a suitable hole for the insertion of the shank of the hook. The couplers will thus be confined on this shank between the shoulder *g* and front sliding block or plate *b*, the latter sliding upon the shank of hook *c*, thus allowing a free movement longitudinally, and also the necessary vertical play of the couplers, thus accom-

modating them to their relative positions when the cars come together. The forward end of the coupler terminates in a blunt edge, being slightly beveled on top, and on its under side formed with latch *k*.

*C' C'* represent two levers, which are pivoted together at their inner ends immediately beneath the coupler, and upon which the couplers rest. These levers extend to the sides of the cars and have their fulcrums on the swinging bails *m m*, and are kept in place by the staples *n n* and hangers *o o*. By this arrangement the cars may be uncoupled either by a direct pull on the levers or by pressing their ends down, the effect being at once to elevate the inner ends of the levers, and by this means throw the latch of one of the couplers out of the opening of the other.

It becomes necessary with this style of coupling to provide a special bumper, which I do by attaching an oblong metal box, *D*, to the center of the end of each car, providing it with spiral or other suitable springs, and bolting an overlapping top or cover over it in such a manner that it will yield against the springs.

It is obvious from the foregoing description and the accompanying drawings that the ordinary link may be used in connection with or apart from my special device for coupling should it at any time be deemed advisable to do so.

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

1. In a car-coupling, the pivoted swinging levers *C' C'*, in combination with the coupler *B*, whereby the cars may be disconnected by either pressing upon the outer ends or pulling the levers, substantially in the manner herein set forth.

2. The combination of pivoted swinging levers *C' C'*, coupler *B*, hook *C*, sliding blocks *b b'*, spring *f*, and angle-irons *a a*, all constructed and arranged to operate substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

ABRAM OSTERHOUT.

Witnesses:

DAVID STOCKDALE,  
DAVID L. SHAY.