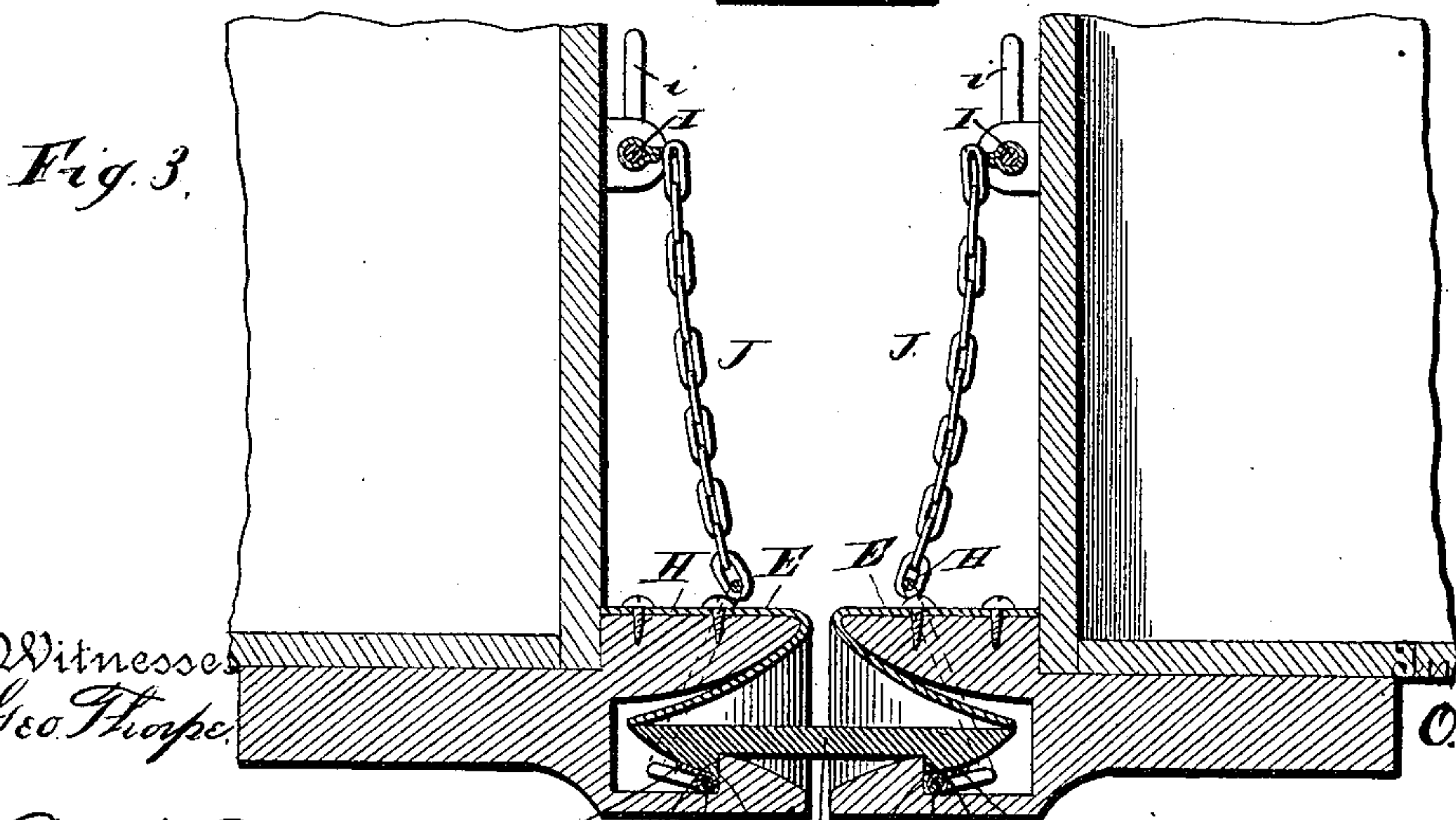
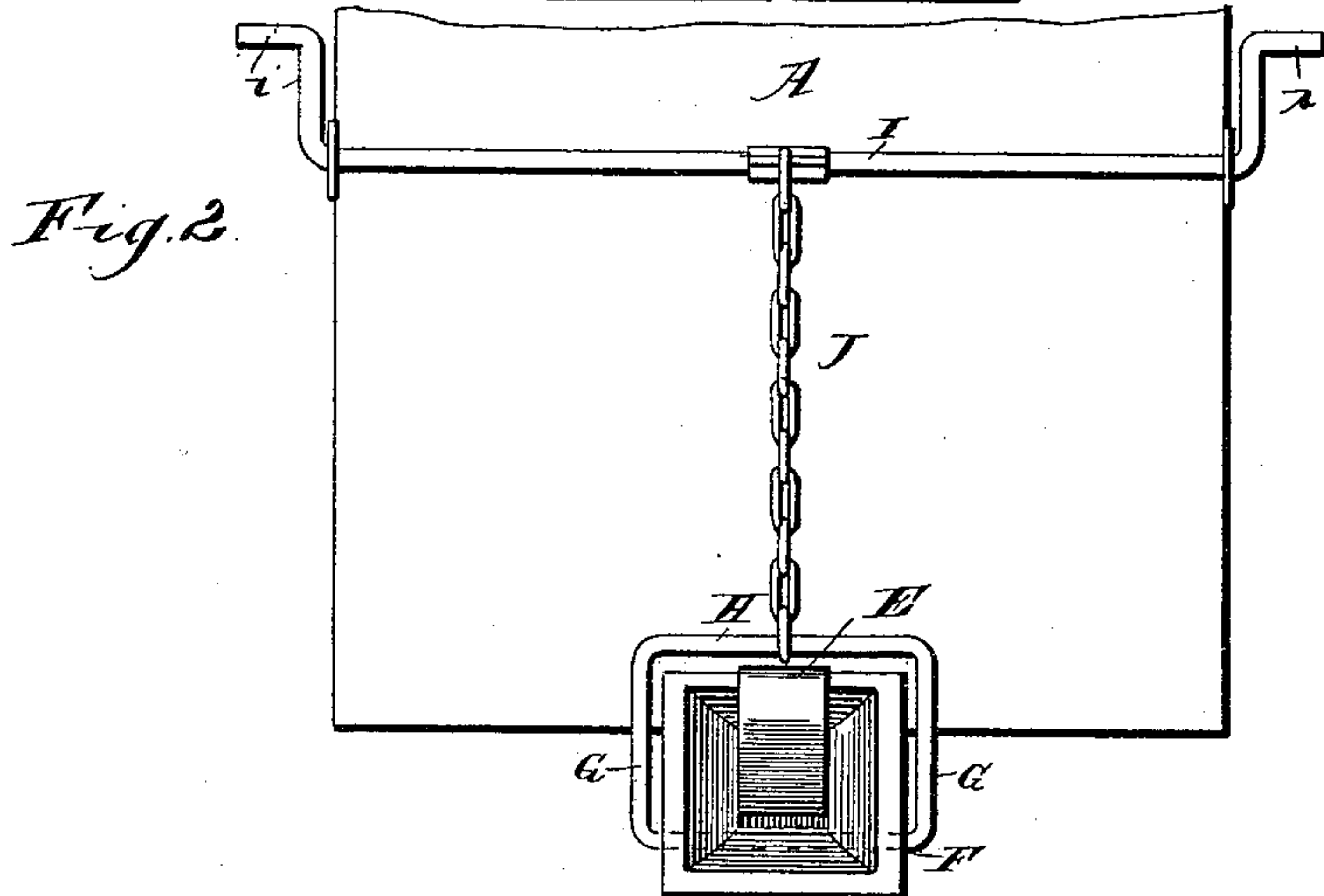
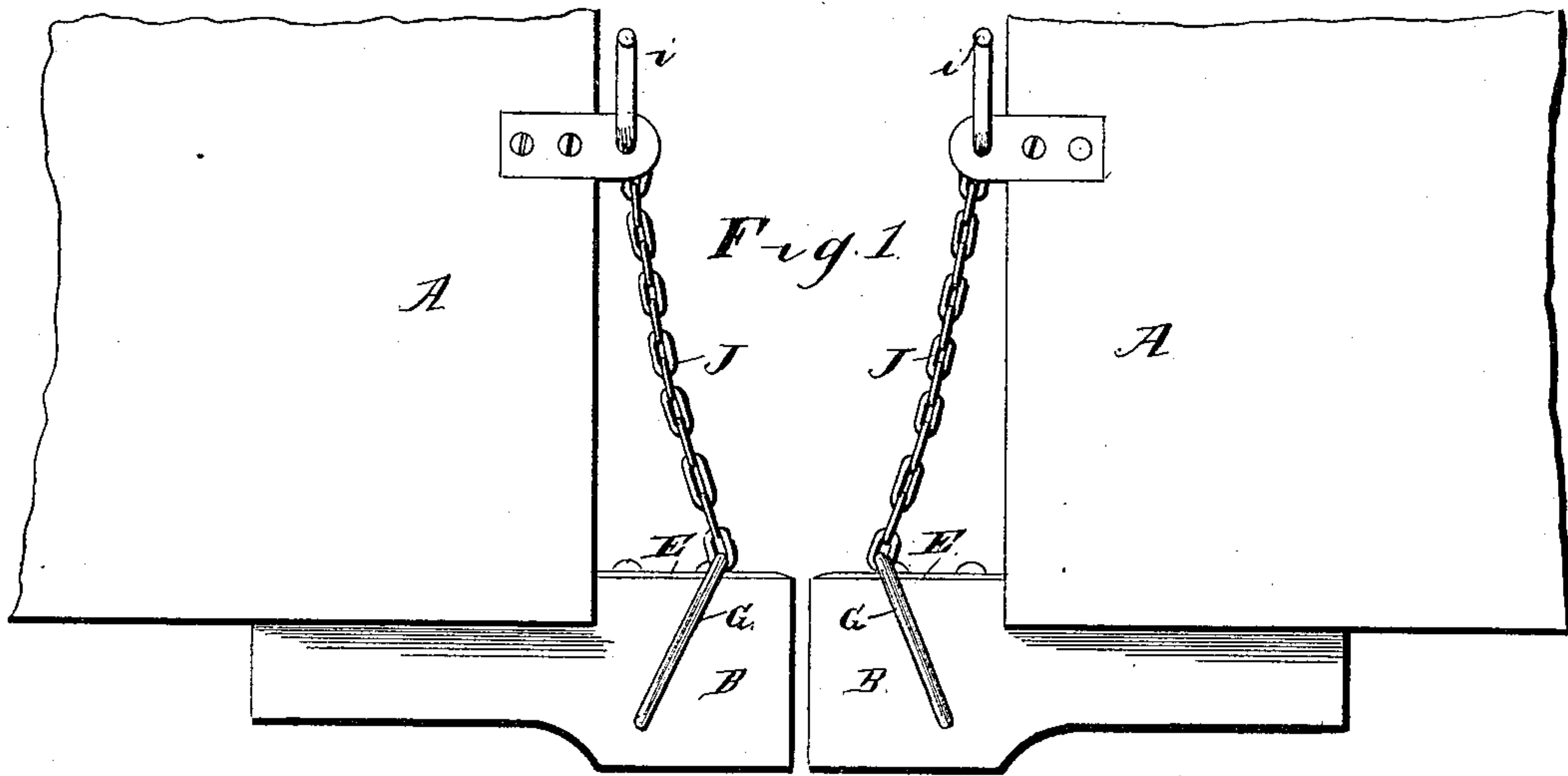


(No Model.)

O. E. LONG.  
CAR COUPLING.

No. 365,139.

Patented June 21, 1887.



Witnesses  
*Geo. Thayer*

*R. W. Bishop*

Inventor  
*O. E. Long*

*C. A. Howdell*

# UNITED STATES PATENT OFFICE.

ORA ELLIOTT LONG, OF HOLDEN, MISSOURI.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 365,139, dated June 21, 1887.

Application filed March 19, 1887. Serial No. 231,576. (No model.)

*To all whom it may concern:*

Be it known that I, ORA ELLIOTT LONG, a citizen of the United States, residing at Holden, in the county of Johnson and State of Missouri, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features hereinafter first fully described, and then pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved car-coupling, and Fig. 2 is an end view of the same. Fig. 3 is a vertical longitudinal section of the same, showing the link therein.

Referring to the drawings by letter, A designates the end of a car, and B the draw-head secured thereto in the usual manner. On the upper face of the bottom of the draw-head, near the mouth of the same, I form a square shoulder, C, against which the link D engages and by which it is held in the draw-head. The link consists of a solid plate having enlarged ends, thereby forming the depending square shoulders *d*. Upon the top of the draw-head I secure one end of a leaf spring, E, which extends around into the mouth of the draw-head, and has its free end bearing on the end of the link to press it toward the bottom of the draw-head and hold the shoulder *d* in engagement with the shoulder C.

F designates a crank-shaft journaled in the sides of the draw-head and extending entirely through the same. The crank portion *f* of this shaft is arranged just behind the shoulder C of the draw-head, and is adapted to bear upon the end of the link and raise it from engagement with the shoulder C, and thereby uncouple the cars, as will be readily understood. The ends of the crank-shaft are provided with the arms G, which extend upward from said shaft and above the draw-head, their upper ends being connected by a cross-bar, H.

I is a shaft journaled upon the end of the car and extending past the sides of the same.

The ends of this shaft are provided with crank-handles *i*, and its center is connected by a chain, J, to the center of the cross-bar H. The arms G are normally inclined upward and forward, and when the shaft I is rotated the chain J will be wound thereon and will pull the cross-bar H and the arms G toward the car, thereby elevating the cranked portion of the shaft F, which will impinge upon the underside of the end of the link, and thereby release the same.

When it is desired to couple the cars, the link is placed in one draw-head and the cars brought together. The link will then enter the other draw-head and will be made to engage the shoulder C by the spring E, and will be held in such engagement until released in the manner before described.

My device is extremely simple and is consequently not liable to get out of order, and can be manufactured at a slight cost.

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

1. The combination of the draw-head having the shoulder C, the link having the shoulder *d*, and the spring E, secured upon the draw-head and extending around into the same and bearing on the link, substantially as specified.
2. The combination of the draw-head having a shoulder, C, the link having the shoulder *d*, the spring E, holding said shoulders in engagement, and the crank-shaft F, journaled in the bottom of the draw-head and having the arms G on opposite sides of the draw-head, and the cross-bar H, connecting the arms G, and to which the operating mechanism is secured, substantially as described and shown.

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

ORA ELLIOTT LONG.

Witnesses:

JAS. F. RIGGLE,  
JOHN D. BRODLEY.