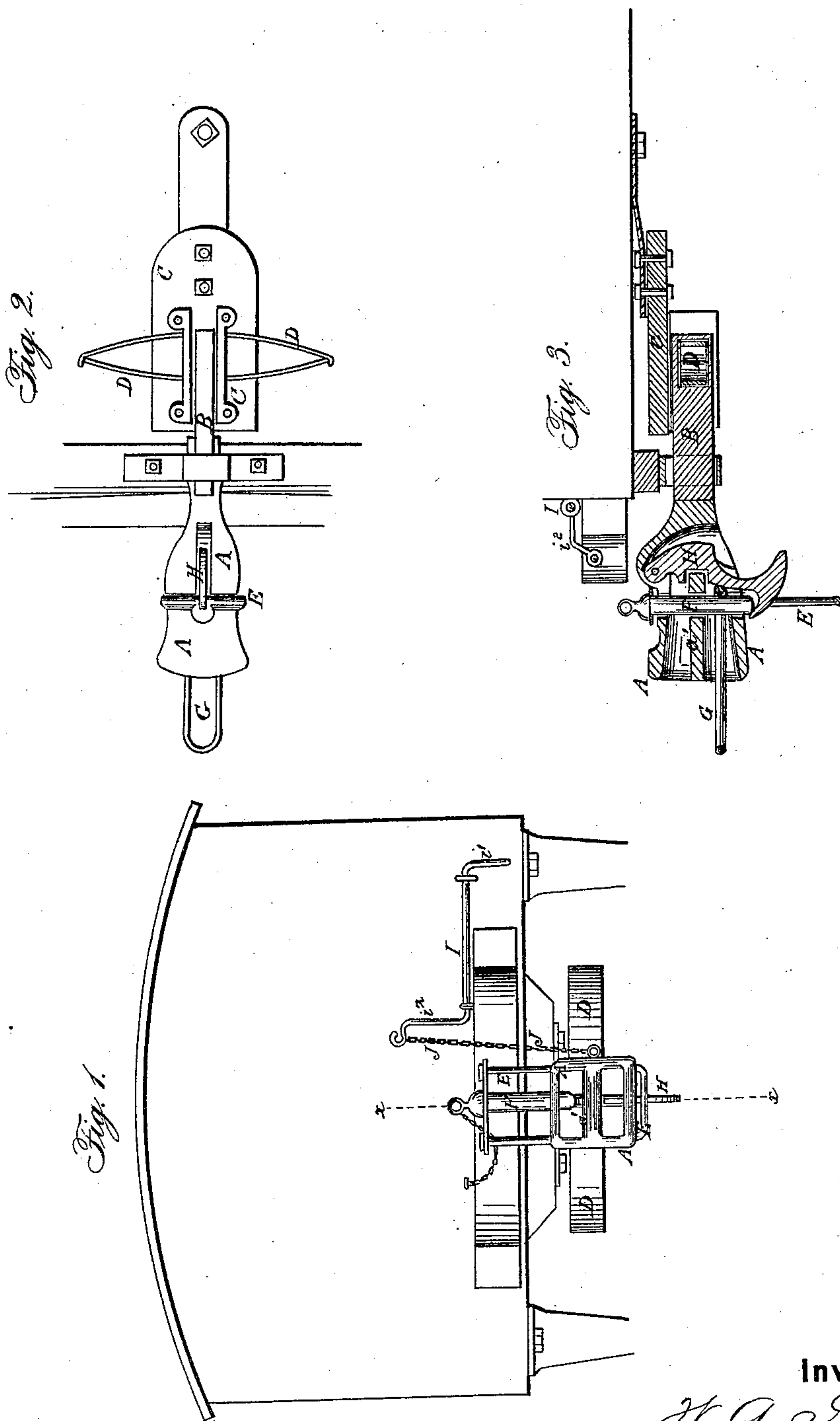


W. A. STOWELL.

Car Coupling.

No. 64,921.

Patented May 21, 1867.



Witnesses:

Thos Fische
J. A. Service

Inventor:

W. A. Stowell
Per Munn & Co
Attorneys

United States Patent Office.

W. A. STOWELL, OF MORETOWN, VERMONT.

Letters Patent No. 64,921, dated May 21, 1867.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, W. A. STOWELL, of Moretown, in the county of Washington, and State of Vermont, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents an end view of a car to which my improved coupling has been attached.

Figure 2 is an under side view of the same.

Figure 3 is a vertical longitudinal section of the same, taken through the line *x x*, fig. 1.

Similar letters of reference indicate like parts.

My invention has for its object to furnish an improved car-coupling simple in construction, and effective in operation, which shall be self-coupling, and which may be uncoupled without passing between the cars; and it consists in the combination of a yoke for holding and raising the coupling-pin, the bumper-head provided with two mouths, the pivoted pallet or hook in the draw-head, and the bent lever by which the said yoke is operated, as will be hereinafter more fully described.

A is the bumper-head, which is made with two mouths, separated by a horizontal plate, *a'*, as shown in figs. 1 and 3. The rear end of the bumper-bar B is connected to the draught-bar C by the spring D, so as to relieve the shock when two cars come together, and also when the train is started. In the sides of the bumper-head A are formed vertical grooves in which the yoke E works. The yoke E has a hole formed through its upper cross-bar for the reception of the coupling-pin F, and is of such a size that when raised it may raise the said pin with it so far as to be out of the way of the coupling-link G, and yet not so far as to lift it entirely out of the hole in the bumper-head. The yoke E, when raised or supported by the pallet, or pivoted hook H, which is pivoted at its upper end in a cavity formed in the rear part of the bumper A, as shown in fig. 3, and which is made of such a form that its own weight will hold it forward in such a position as to take hold of the lower cross-bar of the yoke E when raised, and hold the said yoke and the coupling-pin F until the said pallet or pivoted hook is pushed back by the coupling-link G entering the bumper-head which allows the yoke and pin to drop, the pin passing through the link and coupling the cars. I is a rod or bent lever, pivoted to the front part of the car in some convenient and accessible position. Upon the outer end of the rod or lever I is formed an arm, *i'*, to serve as a handle in operating the said lever. Upon the other or inner end of the said rod or lever is formed an arm, *i''*, extending outward and downward, and having an eye formed upon its end for the attachment of the upper end of the connecting-chain J, or its equivalent, the other end of which is attached to the yoke E, so that by operating the lever I the said yoke and the pin F will be raised, uncoupling the cars. The arms *i'* and *i''* of the rod or lever I are so formed that when released they will drop down, leaving the yoke and pin supported by the pallet or pivoted hook H ready to drop down, when the pivoted hook may be pushed back by the entrance of the coupling-link G, as before described.

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the yoke E, holding the coupling-pin F, bumper-head A, having two mouths, bent lever I, and pivoted hook H, substantially as described for the purpose specified.

W. A. STOWELL.

Witnesses:

CURTISS CARPENTER,
MOSES P. HEATH.