

(No Model.)

2 Sheets—Sheet 1.

L. N. FOWLER.  
CAR COUPLING.

No. 304,719.

Patented Sept. 9, 1884.

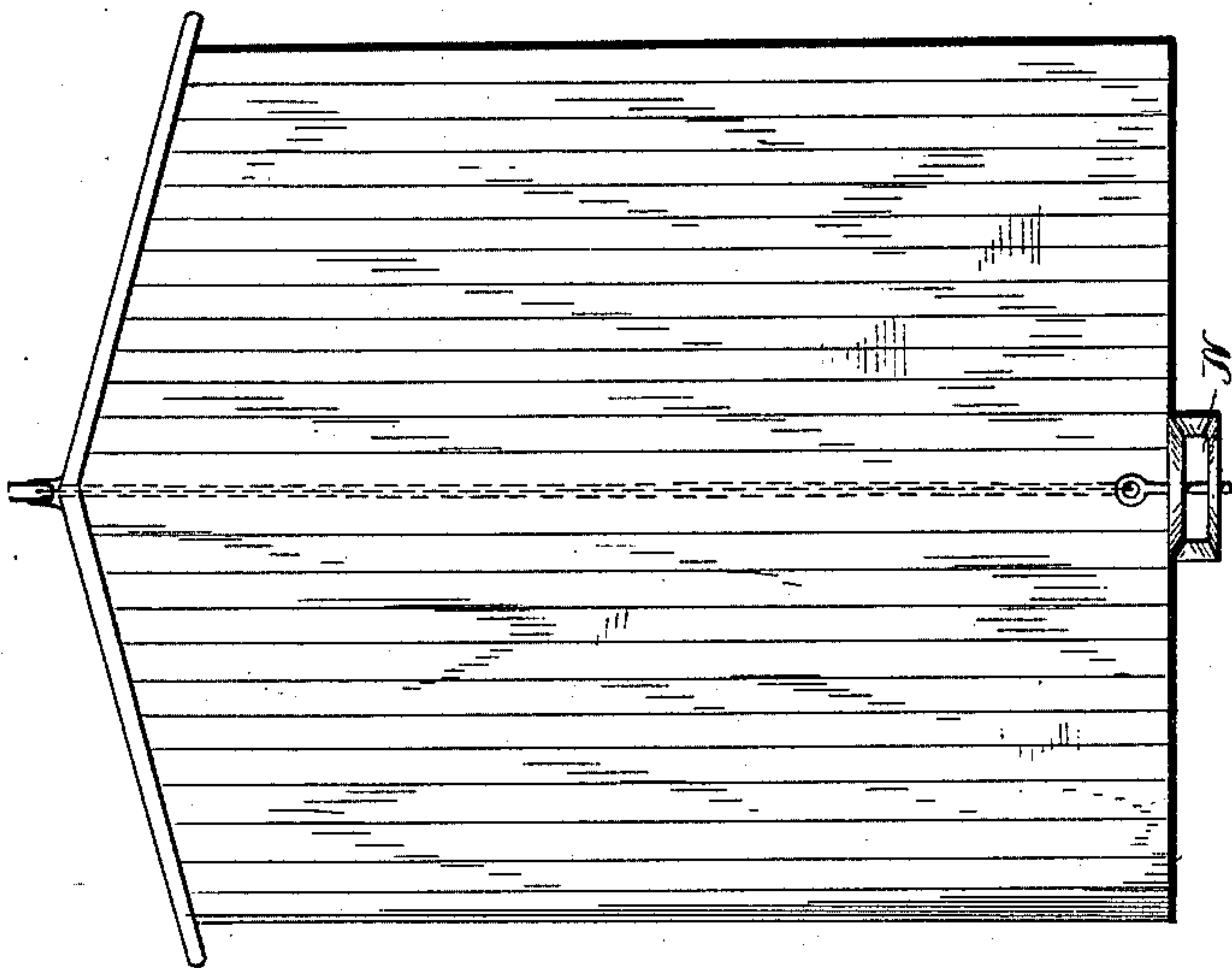


Fig. 1.

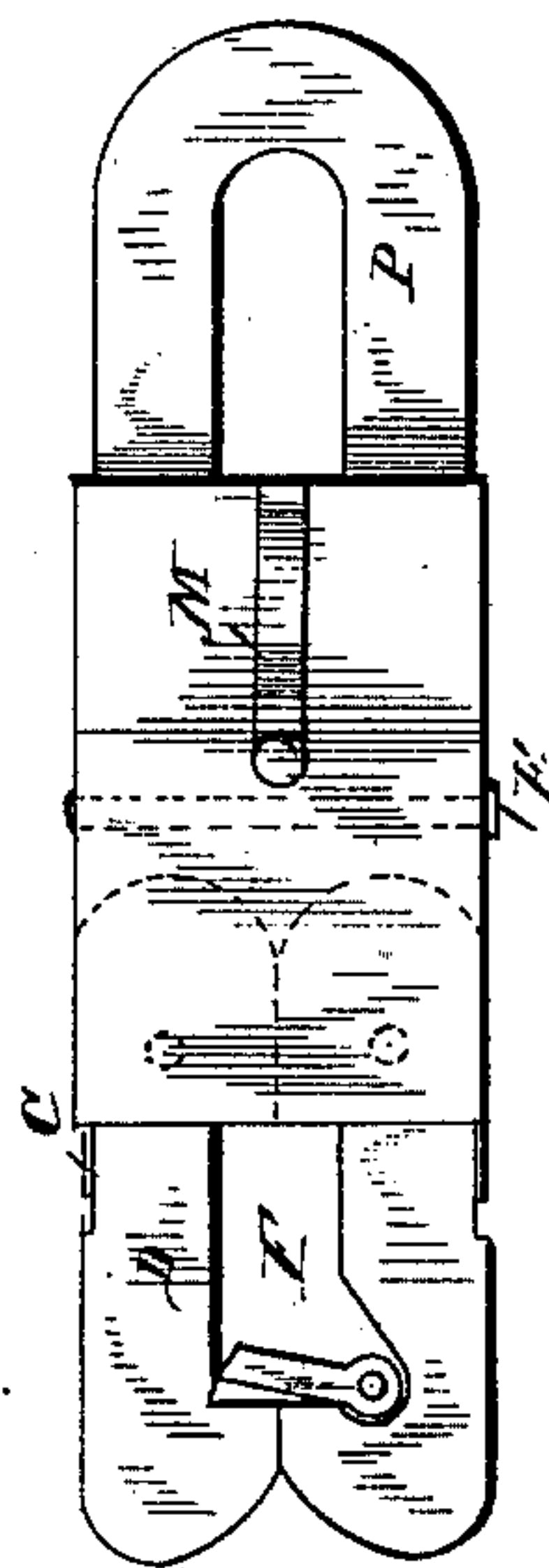


Fig. 2.

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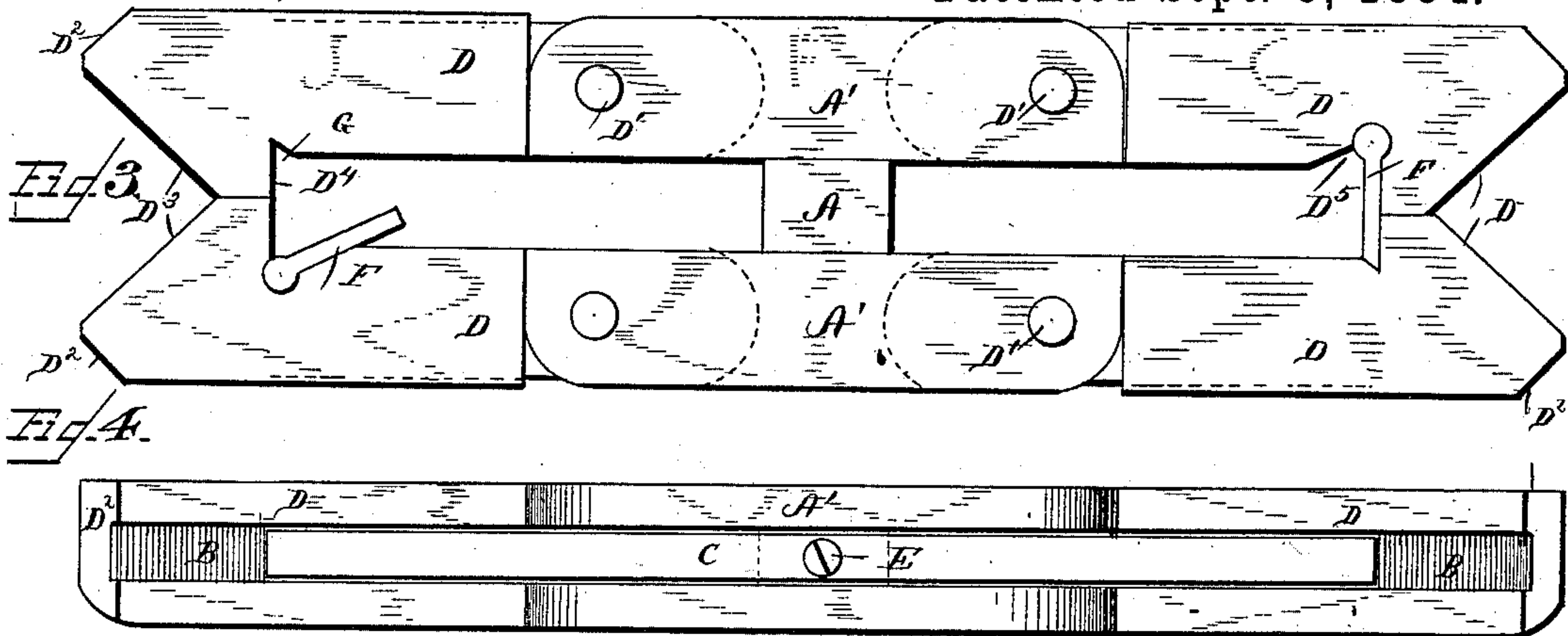


Fig. 5.

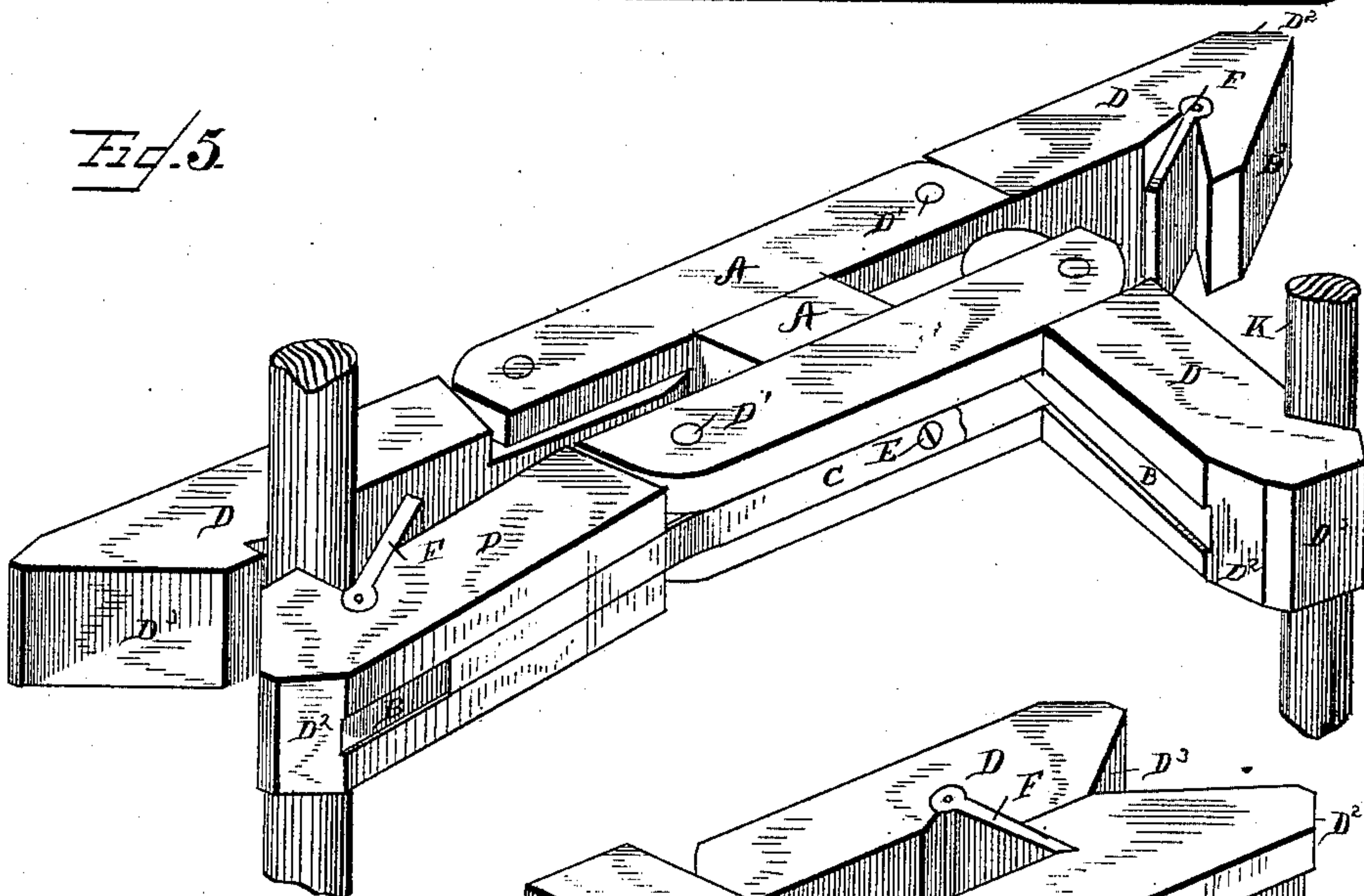
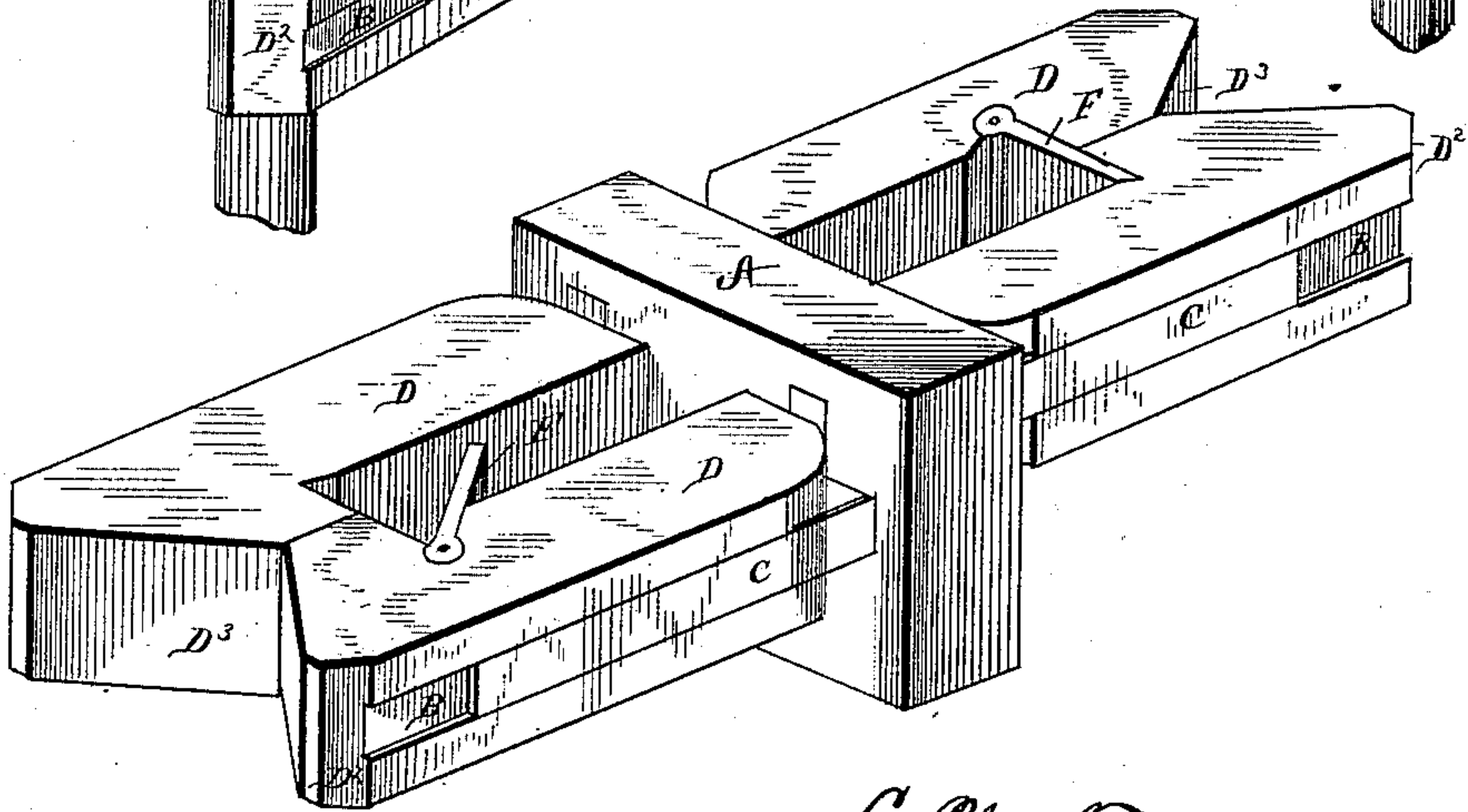


Fig. 6.



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# UNITED STATES PATENT OFFICE.

LEVI N. FOWLER, OF BALDWINSVILLE, NEW YORK.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,719, dated September 9, 1884.

Application filed May 22, 1884. (No model.)

### *To all whom it may concern:*

Be it known that I, LEVI N. FOWLER, a citizen of the United States, residing at Baldwinville, in the county of Onondaga and State of New York, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

This invention has relation to car-couplings; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

Figure 1 is an elevation of a car-body, showing a draw-head and a coupling-pin adapted to be lifted from place by a lever on the top of the car. Fig. 2 is a view of a modification of my improved coupling-link. Fig. 3 is a plan view of a spring coupling-link having pivoted jaws at each end. Fig. 4 is an edge view of the same. Fig. 5 is a perspective view of this link, showing one of the springs broken and one jaw deflected. Fig. 6 is a perspective view of another form of modification.

Referring by letter to the accompanying drawings, A designates the central stationary or body portion of the link, having arms A' A', to the opposite ends of each of which are pivoted jaws D D, in recesses in the ends of said arms, by bolts D'. The ends of the jaws D are provided with short outer bevel-faces, D<sup>2</sup>, and longer inner bevel-faces, D<sup>3</sup>. They are also provided with shoulders D<sup>4</sup> on their inner edges near their ends, and the inner faces of the jaws D are provided at the shoulders D<sup>4</sup> with a bevel-recess, D<sup>5</sup>, in which is hinged a steel plate, F, its opposite end fitting in a groove, G, in the other jaw D, to prevent the shoulders D<sup>4</sup> from coming in contact with the coupling-pins K. The outer edges of the arms A' A' and the jaws D D are provided with longitudinal grooves B, in which springs C are secured by a bolt, E, passed through them at their middle portions, and through the arms A' A' and body A. When a car jumps the track, the spring will break, and the jaw be deflected by the coupling-pin K, as shown in Fig. 6.

In Fig. 7 a modification is shown in which

the jaws are connected with the body A, so as to couple with cars of different heights.

In Fig. 8 is shown a modification in which the jaws are only secured to one end of the body, which is a solid plate of iron, the bolt E passing entirely through it laterally to secure the springs in place. It is provided with a spring, M, on its upper face, to hold it level in the draw-head N, which is used for this link, and for the other links having the jaws D, and is provided with a pin-hole, O, for the coupling-pin K, which is operated from the top of the car by a lever to uncouple the cars, and drops back to place when the lever is released.

In Fig. 9 is shown a modification which is adapted for use with the ordinary draw-head, and it has the half-link P at one end and the jaws D D at the other end of the body A.

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

1. The combination, with the body A of the link, having the arms A' A', grooved in their edges, of the pivoted shouldered jaws D, grooved in their outer edges and provided with the hinged steel plate F at their inner shoulders, D<sup>4</sup>, and the springs C, secured in the grooves B by the bolt E, substantially as specified.

2. The combination, with the body A, the pivoted jaws D, having shoulders D<sup>4</sup>, hinged steel plate F, and grooved edges, of the springs C, secured in the grooves by a transverse bolt, E, substantially as specified.

3. The combination, with the body A, provided with the spring M on its upper face and the pin-hole for the coupling-pin, the pivoted jaws D D, having their outer edges grooved and their inner edges provided near their ends with the shoulders D<sup>4</sup>, of the hinged steel plate F, the springs C, and the bolt E, substantially as specified.

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

LEVI N. FOWLER.

Witnesses:

HERMON E. MILLER,  
ROBT. MARSHALL.