

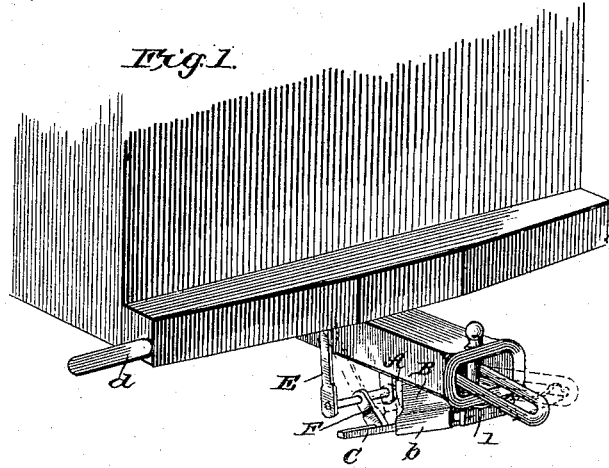
(No Model.)

E. O. SAWYER.  
CAR COUPLING.

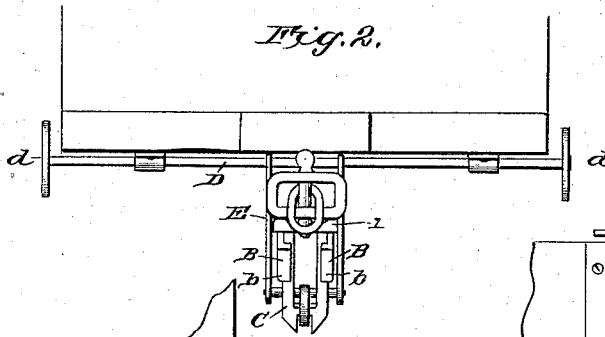
No. 344,599.

Patented June 29, 1886.

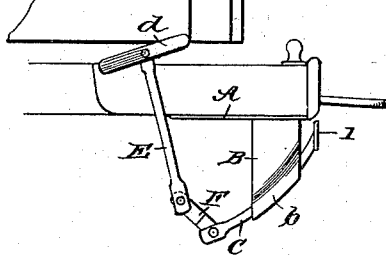
*Fig. 1.*



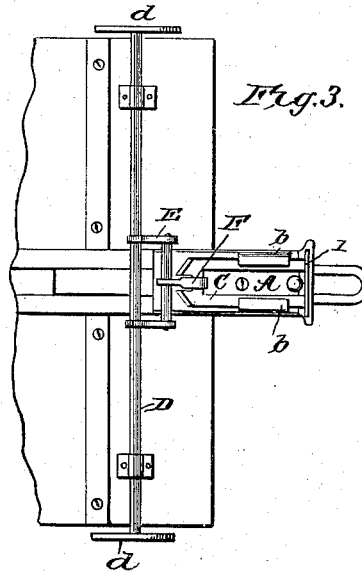
*Fig. 2.*



*Fig. 4.*



*Fig. 3.*



WITNESSES:

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*E. O. Sawyer*  
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# UNITED STATES PATENT OFFICE.

EDMUND OGDEN SAWYER, OF POINT PLEASANT, WEST VIRGINIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 344,599, dated June 29, 1886.

Application filed April 12, 1886. Serial No. 198,619. (No model.)

*To all whom it may concern:*

Be it known that I, EDMUND OGDEN SAWYER, of Point Pleasant, in the county of Mason and State of West Virginia, have invented a new and useful Improvement in Car Coupling-Link Adjusters, of which the following is a specification.

My invention is an improved car-coupling, and has for an object to provide a simple and easily-operated construction by which to adjust a link held in one draw-head to properly enter an opposing draw-head of an equal or a different height.

The invention consists in certain features of construction and novel combinations of parts, as will be described.

In the drawings, Figure 1 shows my invention applied to a common draw-head, the link being down in full and elevated in dotted lines. Fig. 2 is a front view of the improvement. Fig. 3 is a bottom plan view thereof, and Fig. 4 shows a modification.

The plate A is adapted for connection with any ordinary draw-head, and may be secured thereto by bolts, as shown, or in any other suitable manner. It is preferably arranged with its front edge slightly in rear of the front end of the draw-head, so that when the front plate on end of the link-adjuster proper is abutted against the said front edge it will rest flush with or slightly in rear of the front end of the draw-head, so that it cannot be jammed and injured by an approaching draw-head. Brackets B are supported on this plate, and have guides *b*, which form the guideway for the link-adjuster, and are preferably arranged diverging rearwardly from the mouth of the draw-head. This may be accomplished by the construction shown in Figs. 1, 2, and 3, in which the guideway is formed in a straight line, and such construction is preferred; or the guideway might be formed in a curved line, as shown in Fig. 4.

The link-adjuster proper, C, has its body portion held and movable longitudinally in the guideway, and its front plate, 1, is concaved in its upper edge, to properly support the link, and abuts the front edge of the plate A when the link-adjuster is in its rearmost position. By diverging the guideway rear-

wardly the adjuster may be properly moved to operate the link, and should it be struck by an opposing draw-head it will be adjusted thereby to its rearmost position without being injured in the least.

It will be understood that the adjuster may be moved in its guideway by hand, if desired, or by different constructions from the side or top of a car. I prefer, however, to employ the journaled shaft D, having handles *d*, by which it may be operated. This shaft is provided with a crank, E, connected at its outer or wrist end with the link-adjuster C. I preferably form this connection by providing the wrist of crank E with a stem or rod, F, pivoted at its outer end to the rear end of the link-adjuster, as shown most clearly in Fig. 3.

It will be seen that the link may be accurately adjusted from either side of the car, and by means of proper connections with the handles *d* from the top of the car it may be adjusted from such point, so that there will be no necessity of going between the cars.

The invention is simple, and may be used in connection with any ordinary draw-head, as will be understood from the foregoing description.

Having thus described my invention, what I claim as new is—

1. The combination, in a car-coupling, with the draw-head, of the guideways arranged below and diverging rearwardly from the mouth of the draw-head and the link-adjuster movable longitudinally in said guideways, all arranged substantially as described, whereby in case an approaching draw-head strikes the link-adjuster the latter will move rearwardly in its guideways, substantially as set forth.

2. The combination of the draw-head, brackets B, connected with and depending from the draw-head, and having guideways diverging rearwardly from the mouth of the draw-head, and the link-adjuster movable in said guideways, substantially as set forth.

3. In a car-coupling, and as a new article of manufacture, the plate adapted for attachment to a draw-head, and having brackets provided with guides for the link-adjuster, said guides being formed at angles to the plate, substantially as set forth.

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4. The improved car-coupling herein described, consisting of the draw-head, the plate attached thereto and provided with guides, the link-adjuster having its body portion movable  
5 longitudinally in the guides, and provided at its forward end with a plate adapted to engage a link, and arranged to abut the plate

at the end of its rearward movement, and the shaft having a crank connected with said link-adjuster, substantially as set forth.

EDMUND OGDEN SAWYER.

Witnesses:

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