(No Model.)

L. SEITZ.

CAR COUPLING.

No. 266,537. Patented Oct. 24, 1882.

Fig. 1.

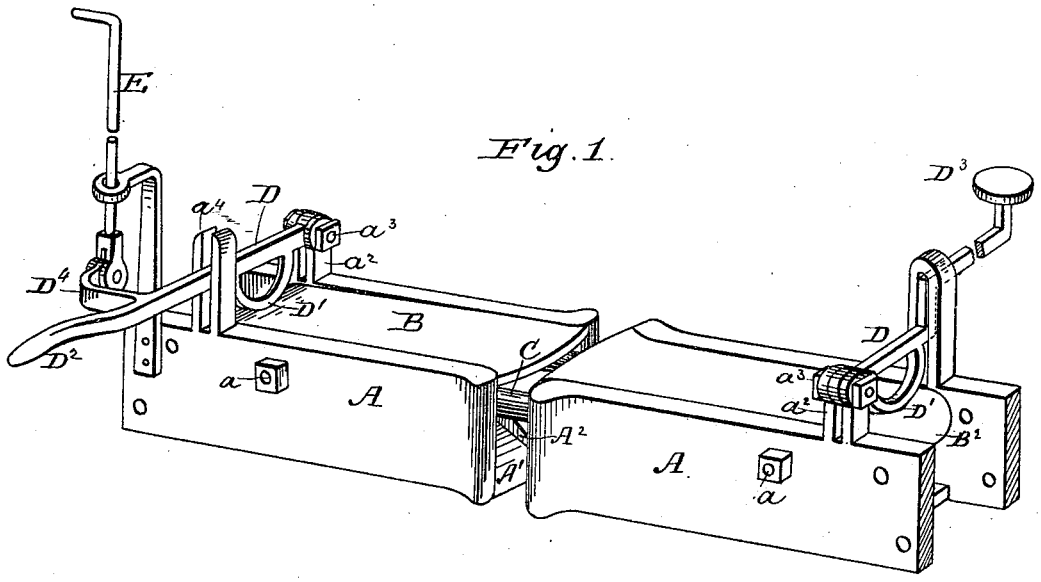


Fig. 2.

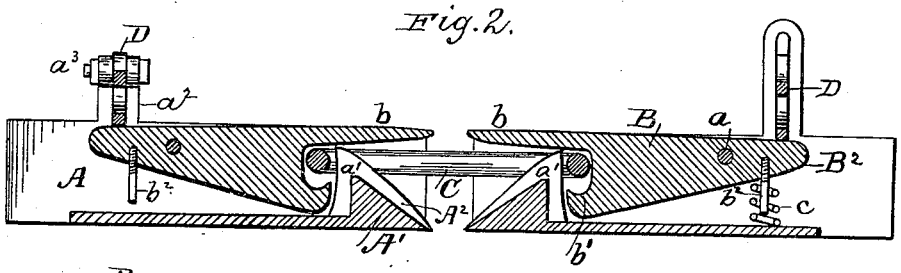


Fig. 3.

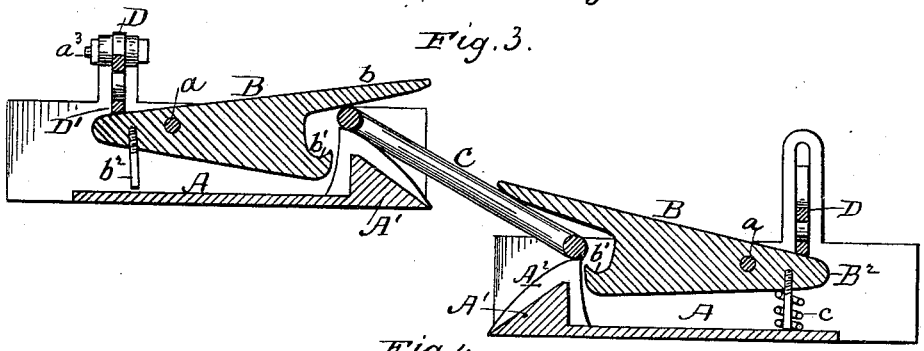
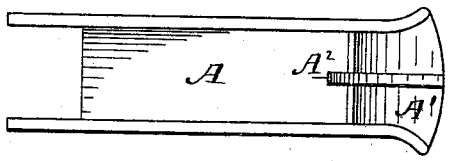


Fig. 4.



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UNITED STATES PATENT OFFICE.

LEWIS SEITZ, OF BLOOMVILLE, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 266,537, dated October 24, 1882.

Application filed September 21, 1882. (No model.)

To all whom it may concern:

Be it known that I, LEWIS SEITZ, a citizen of the United States, residing at Bloomville, in the county of Seneca and State of Ohio, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification.

My invention relates to that class of couplings in which provision is made for automatic connection of two cars when brought together, with the link projecting from one of the draw-heads, and for disconnection of the same when one flies the track in case of accident; and the objects of my improvements are, first, to provide car-couplings capable of releasing both ends of the link, to insure their disconnection when one car falls much below the level of the other, as in case of accident, such as the breaking of a wheel, axle, or rail; and, second, to provide them with simple means by which the link can be released from the side or from the top of the car. I attain these objects by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of two draw-heads constructed according to my invention. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a vertical section of the draw-heads, representing the link in the act of being disengaged from both. Fig. 4 is a top view of the frame of the draw-head with the upper jaw removed.

Similar letters refer to similar parts throughout the several views.

The body A of the draw-head is trough-shaped, and of sufficient depth and width to permit the link C to have the necessary vibration in each direction, and its sides are somewhat flaring at its entrance. Within the front portion of the body A there is an inclined surface, A′, the apex a' of which is to support the link in proper position, and from the central portion of the incline surface A′ the prong A^2 projects a sufficient distance above its apex a' to retain the link securely under ordinary circumstances, that distance being generally a little more than the thickness of the metal of the link, the latter being an ordinary link in the form of an endless bar, having substantially straight sides and rounded ends; but no coupling-pin is required, the prong A^2 taking its place. To the body A is pivoted upon the transverse bolt a the upper jaw, B, of the draw-head. The under surface of the front end, b, of the jaw is slightly beveled rearward to direct the end of the link toward the center of said jaw, where it has a cavity to receive it. The bottom of said cavity is formed by a lip, b', projecting forward from the bottom of the jaw B. The weight of said jaw is sufficient to retain the link into engagement with the prong A^2 under ordinary joltings of cars; but its capabilities of retaining the link may be increased by placing a coiled spring, c, between the tail end B^2 and the floor of the draw-head around the pin b^2, pendent from said end B^2, said pin being furthermore used as a stop to prevent the undue opening of the jaw B. To release the link from the side of the car, there is projecting upward from one side of the body A bearings a^2, to receive a short bolt, a^3, passing through one end of the lever D, upon which the latter is hinged, the opposite side of the body A having projecting lugs a^4 to guide said lever, the under side of the lever D being horseshoe-shaped or curved at D′ to rest upon the tail end of the jaw B and tip it down to elevate its front end, and with it the link C, resting upon the lip b', until it escapes over the top of the prong A^2. The lever D terminates into a handle, D^2, or a foot-rest, D^3, extending to the side of the car. The link C can also be released by the brakeman from the top of the car by means of the rod E, extending to the top of the car, and having its lower end hinged to the lever D or to a side arm thereof, as shown at D^4.

The draw-head can be made as long as desirable in the rear of the jaw B, and be secured in any suitable manner to the frame of a car. It is simple in construction and readily operated.

Having now fully described my invention, I claim—

1. The combination of the body A, having the interior incline, A′, and its immovable prong A^2, with the upper movable jaw, B, having an internal recess and lip, b', at its front

end, and a stop-pin, *c*, under its tail end, substantially as and for the purpose described.

2. The combination of the body A, having the interior incline, A′, and its prong A^2, projecting above said incline, with the upper movable jaw, B, having a link-lifting lip, *b*′, and a tail end in the rear of its pivot, and a lever, D, having a curved under surface and adapted to press upon the tail end of the movable jaw to release the link, substantially as described.

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