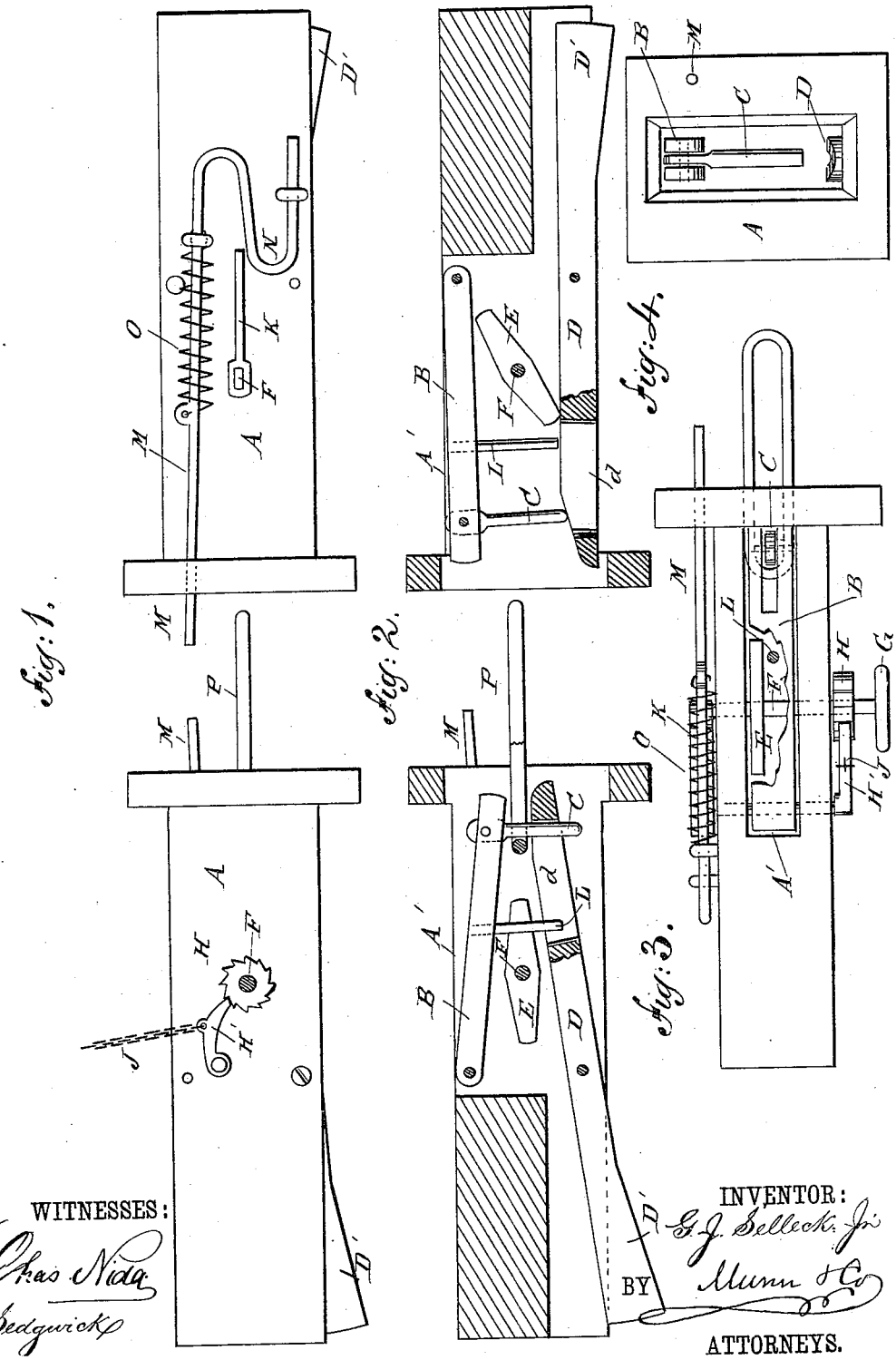
(No Model.)

G. J. SELLECK, Jr.

CAR COUPLING.

No. 304,461. Patented Sept. 2, 1884.



WITNESSES:

Chas Neda

C. Sedgwick

INVENTOR:

G. J. Selleck, Jr.

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE JAMES SELLECK, JR., OF BEETOWN, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,461, dated September 2, 1884.

Application filed July 12, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. SELLECK, Jr., of Beetown, Grant county, Wisconsin, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with a draw-head, of a lever pivoted in its slot, a coupling-pin pivoted to the free end of the lever, and of a lever pivoted in the bottom of the draw-head and having its inner end weighted, the outer or front end being slotted. When the link is in the draw-head, the coupling-pin passes through the link and through the slotted end of the weighted lever, and is thus held in place.

The invention also consists in various parts and details and combinations of the same, as will be fully set forth hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 shows two of my improved car-coupling draw-heads, opposite sides being shown. Fig. 2 is a longitudinal sectional elevation of the same. Fig. 3 is a plan view, parts being broken out and others shown in section. Fig. 4 is a front end view of one of the car-coupling draw-heads.

The draw-head A is provided in its top with a longitudinal slot, A′, in which a lever, B, is pivoted at the inner end, which lever is adapted to swing vertically, and has pivoted to its free end a coupling-pin, C, which hangs vertically. In a longitudinal slot in the bottom of the draw-head a lever, D, is pivoted, which has its inner or rear end, D′, weighted, and is provided with a longitudinal slot, *d*, in its front part. The top edge of the lever D is beveled at the front end. A button or cam-piece, E, is mounted between the levers B and D on a transverse shaft, F, provided at one end with a handle, G, and a ratchet-wheel, H, with which a pawl, H′, engages. A chain, J, extends from the pawl to the top of the car or to the platform. On the opposite end the shaft F is provided with a cam-lever or arm, K. A check-pin or stop-pin, L, projects from the lever B down into the slot *d* in the lever D. A rod, M, held to slide on one side of the draw-head, is bent to form an offset, N, on which the free end of the cam K can catch. The rod M is surrounded by a spiral spring, O, which presses the rod in the direction toward the outer end of the draw-head and projects the end of the rod M beyond the end of the draw-head.

The operation is as follows: When the button or cam-piece E is in a horizontal position, the levers B and D are free to swing, and the weighted free end D′ of the lever D presses the lighter front end against the lever B, thus keeping the pin C in the link P. When a draw-head is ready for coupling, as shown on the right-hand side of Fig. 2, the button or cam-piece E is at an inclination, and thus keeps the lever B raised and the outer or front end of the lever D depressed. The button E is held in this position by the arm K, which rests upon the offset N of the rod M. When the draw-heads come together, the link P enters the draw-head, and the rod M of the fixed draw-head is pushed inward by the end of the moving draw-head. Thereby the offset N is moved from under the free end of the arm K, which drops and swings the button or cam-piece E into the horizontal position, thus permitting the outer or front end of the lever B to swing down and the outer end of the lever D to swing up, whereby the cars are coupled. Before coupling in the manner described, the pawl H′ must be raised. To uncouple, the free ends of the levers B and D must be separated, which is accomplished by turning the shaft in such a manner that the ends of the button E act on the said levers. At the same time the arm K is swung up and catches and rests on the offset N, thus holding the piece E and the levers B and D in place. The stop-pin L prevents pushing the link too far into the draw-head.

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

1. The combination, with a draw-head, of the lever B, pivoted in the top of the draw-head, the pin C, pivoted to the free end of the lever B, and the lever D, pivoted in the bottom of the draw-head, and having its inner end weighted and the outer end slotted, substantially as herein shown and described.

2. The combination, with the draw-head A,

of the lever B, the pin C, pivoted to the swinging end of the lever B, the stop-pin L, projecting down from the lever B, and the lever D, pivoted in the bottom of the draw-head, and having the inner end weighted and its outer or front end slotted, substantially as herein shown and described.

3. The combination, with the draw-head A, of the lever B, the coupling-pin C, pivoted to the same, the lever D, and the button or cam-piece E on the transverse shaft F, substantially as herein shown and described.

4. The combination, with the draw-head A, of the lever B, the coupling-pin C, the lever D, the shaft F, the button or cam-piece E on the same, the arm K on the shaft, and the rod M, held to slide on one side of the draw-head, and provided with an offset, N, substantially as herein shown and described.

5. The combination, with the draw-head A, of the lever B, the coupling-pin C, the lever D, the shaft F, the cam-piece or button E on the same, the arm K on the shaft F, the rod M, held to slide on one side of the draw-head, and provided with an offset, N, the spring O, the ratchet-wheel H, and the pawl H′, substantially as herein shown and described.

GEORGE JAMES SELLECK, JR.

Witnesses:
R. S. MORSE,
W. R. HARTFORD.