

J. SEISLOVE.
Car-Couplings.

No. 143,593.

Patented Oct. 14, 1873.

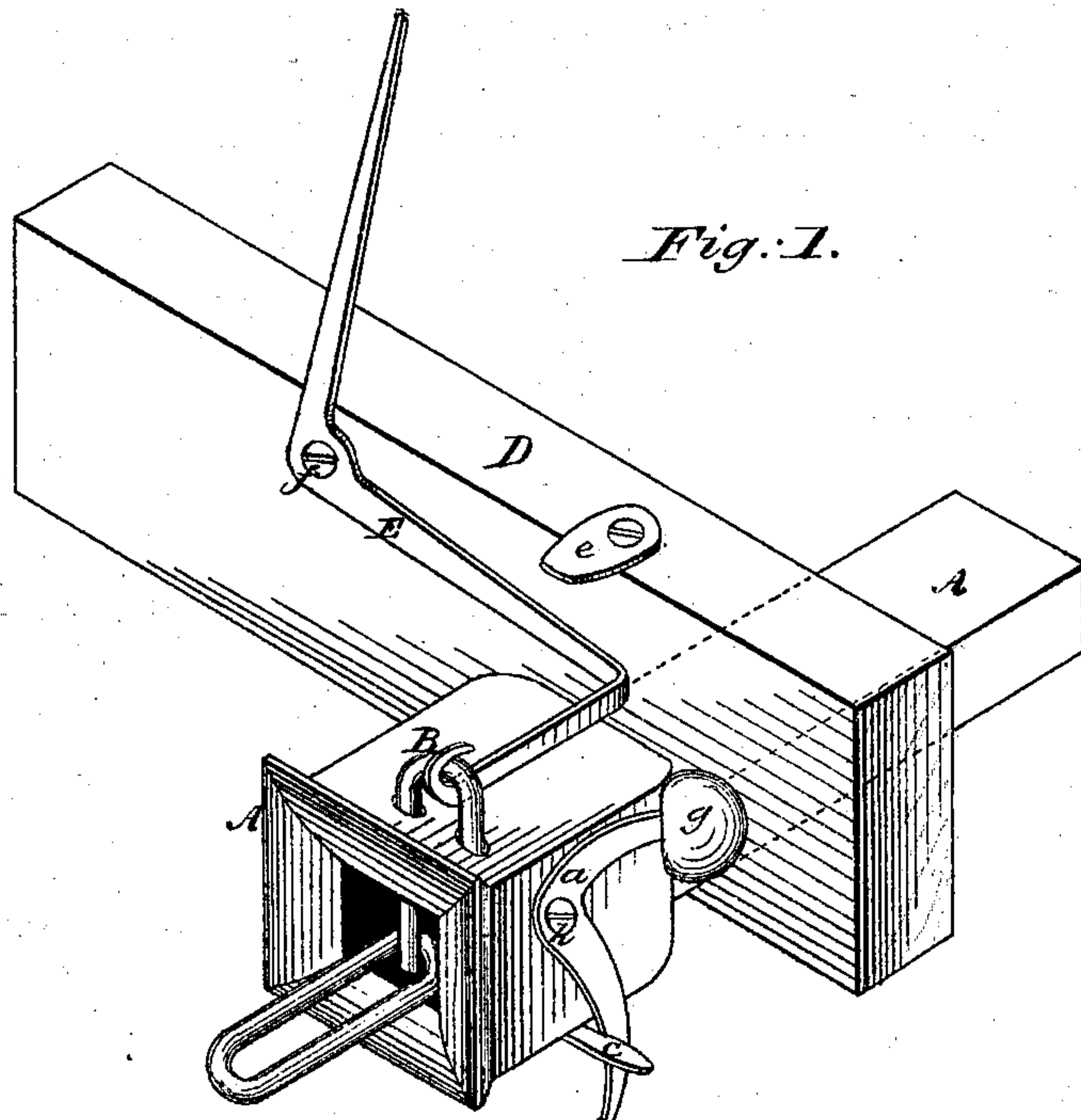


Fig. 1.

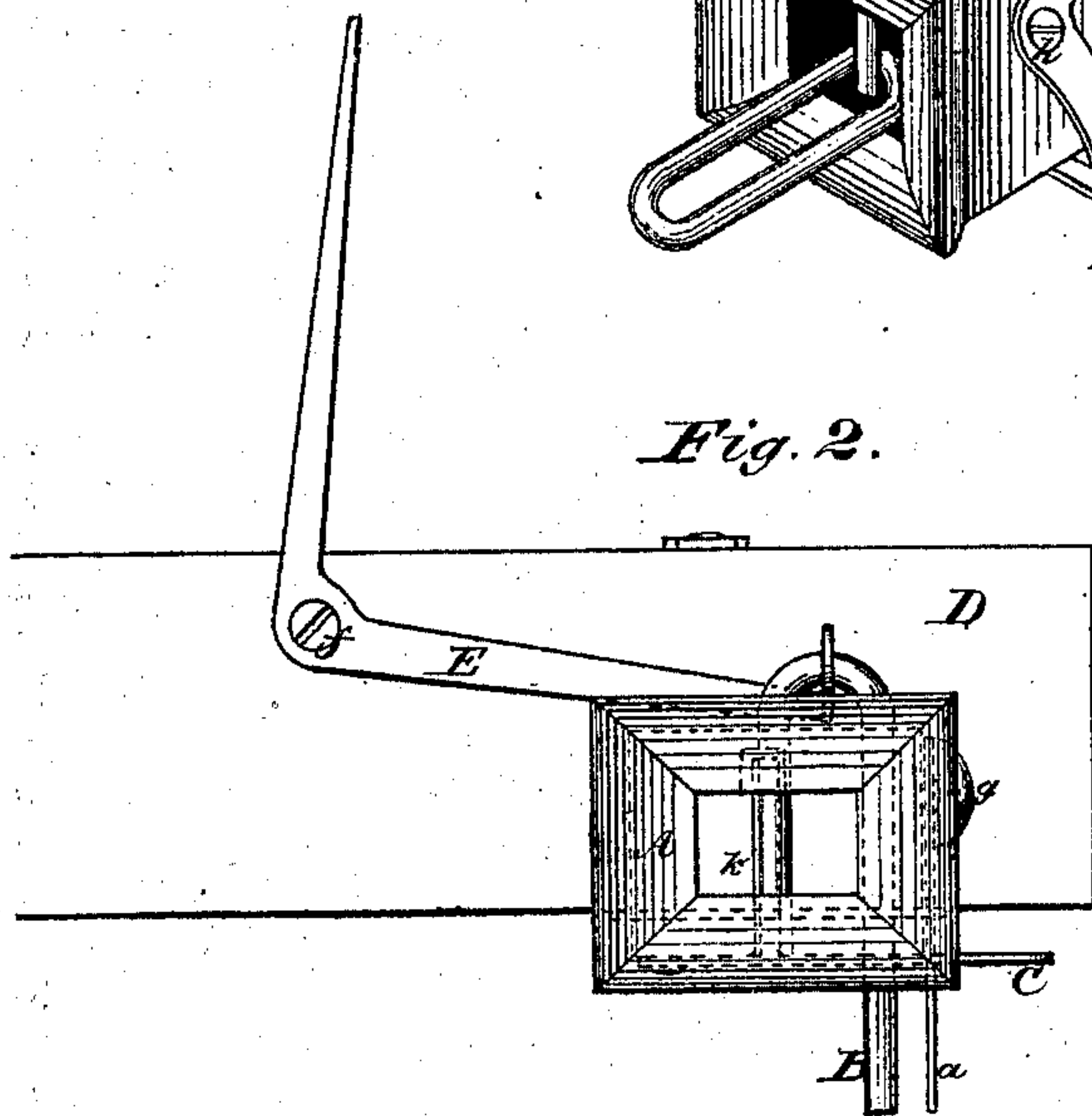


Fig. 2.

Fig. 3.



Fig. 4.

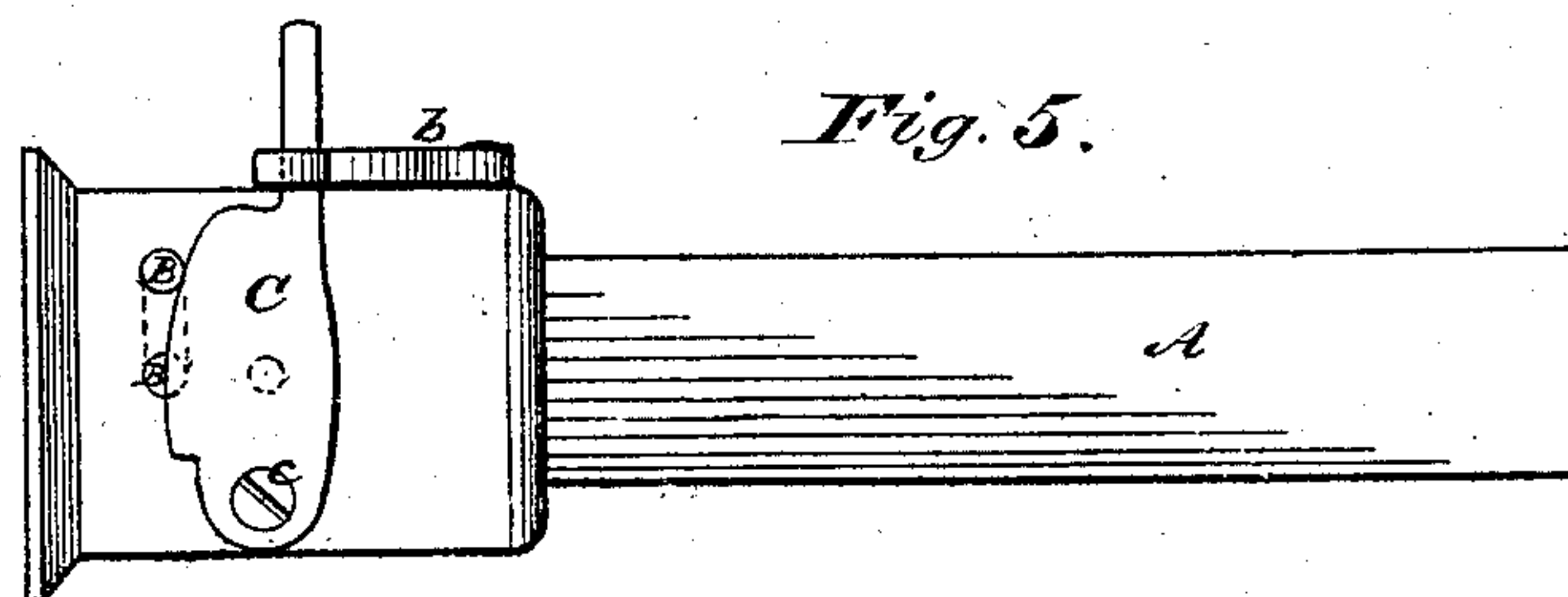
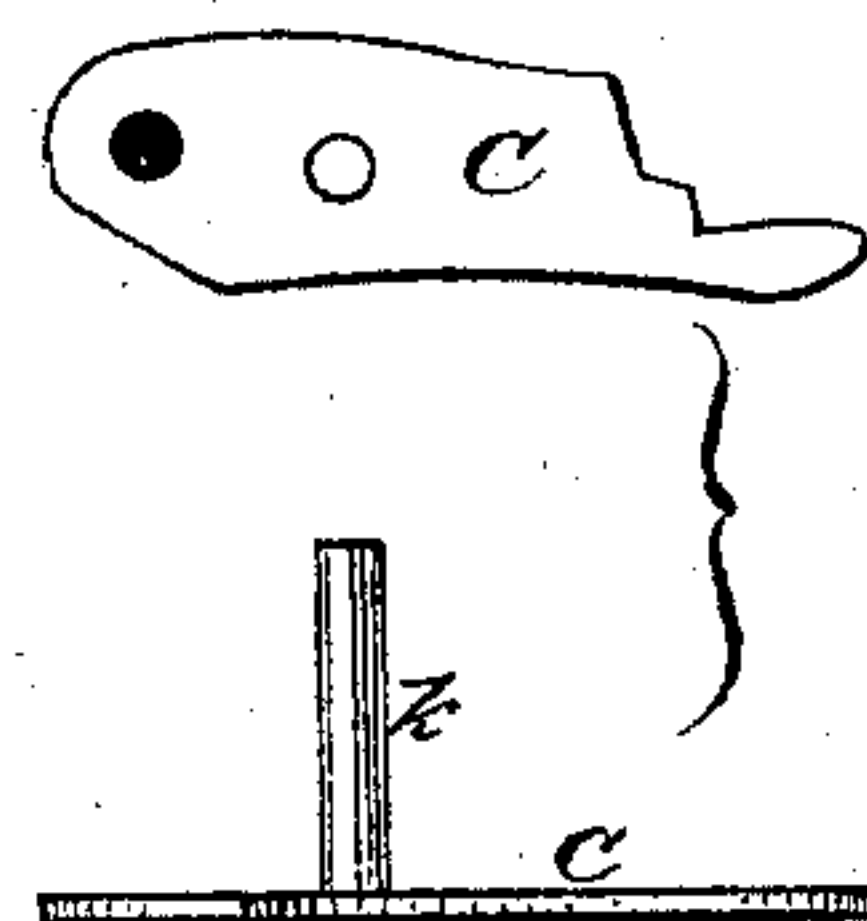


Fig. 5.

Witnesses;

John Gwynn
Alexander Dew

Inventor:

James Seislove

UNITED STATES PATENT OFFICE.

JAMES SEISLOVE, OF TIFFIN, OHIO, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOHN NELIGH.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **143,593**, dated October 14, 1873; application filed March 14, 1873.

To all whom it may concern:

Be it known that I, JAMES SEISLOVE, of Tiffin, in the county of Seneca and State of Ohio, have invented a new and Improved Coupling for Railroad-Cars; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, of which—

Figure 1 is a perspective view of the draw-bar and a part of the transverse beam of the platform, showing the arrangement of the parts, and the manner of attachment. Fig. 2 is a front view of the same. Fig. 3 is the form of pin used, marked B. Fig. 4 is the plate C, on which pin B rests. Fig. 5 is a view of the under side of the draw-bar and plate when operated by a spring.

My invention is of that class which is intended to operate automatically in coupling, and to be detached, by means of a cranked lever, with the hand.

To enable others skilled in the art to which this invention appertains to make and use the same, I proceed to describe it in detail.

The draw-bar A is of a form in common use, having the usual pin-hole through the center of the head, and one other in addition thereto, for the purpose of receiving a horseshoe-shaped pin, B, as shown in Fig. 3. It will be seen that one leg of pin B is much longer than the other, for a purpose hereinafter explained. On the under side of the draw-head I attach a plate, C, which is shown by Fig. 4, by means of a bolt, *c*, on which it works, as hereafter explained; and it is held in its position, when the pin B is raised, by the spring *b*, or the weighted crank-lever *a*, whichever may be adopted. On the transverse beam of platform D I attach a loop, *e*, through which the handle of the cranked lever E passes; and the said lever E is fastened to the beam D by the bolt *f*, on which it oscillates in the operation of detaching the cars. The loop *e* is attached to beam D in the position suitable to allow the lever E to travel the distance required to raise the pin B.

The lower end of the lever E is turned, first, at right angles, to reach the center of the draw-bar; then again at right angles, running in the same direction as the draw-bar, with the

extreme end resting on the head of the draw-bar, and under the top of the pin B, Fig. 1, with the end turned over to prevent a disengagement. The weighted crank-lever *a* performs the same function as the spring *b*, by the gravitation of the weight *g*, and is attached to the side of the draw-head by the bolt *h*, the pendent arm of the crank-lever *a* being made long enough to engage with the projecting arm of the plate C.

In the under side of the cavity in the draw-bar head is cut a slot, beginning at the central pin-hole, and running backward, for the purpose of allowing free play to the pin K on plate C, which passes up, through the said slot, to near the top of the cavity in the head of the draw-bar. The draw-bar is attached to the car in the usual manner, and the link is the same as commonly used.

The operation of the foregoing device may be thus described: Supposing the cars to be coupled, the operator—who stands on the platform—moves the handle of the lever E from left to right, which, by raising the lower end, then resting on the draw-bar head, carries the pin B upward, and allows the link G to escape. When the pin B is thus raised the pendent arm of the weighted lever *a* presses back the projecting arm of the plate C, and causes the plate C to advance, and the pin B drops with its long leg on plate C, and the short leg flush with the top of the cavity in the head of the draw-bar, and the pin K of plate C advanced, ready to recouple when desired. The link G, now advancing in the opposite draw-bar, enters the cavity, and presses back the pin K on plate C, which, carrying plate C backward, allows the pin B to fall down with the short leg through the link G, and prevents its escape until the operation is repeated.

I am aware that bifurcating pins or bolts have been used heretofore in the patent of Francis B. Hall, with a flat blade and a shoulder thereon, for the purpose of sustaining the pin in place until, by concussion, it is jolted down into the link. The form and principle of this device I especially disclaim; mine being constructed on a different principle, and operated in a different manner, being sustained in its place by the plate C until the advancing link removes the

support of the said pin. Neither is it liable to be thrown down by the shaking of the buffer in moving the car for the purpose of coupling; and the simple construction of my device reduces the cost to a minimum. Neither do I claim the sole use of a bifurcated pin or bolt.

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

1. The pin B, bent of plain round iron, used in connection with, and supported by, the plate C, in the manner described, and for the purpose set forth.

2. The plate C and the crank-shaped lever *a*, constructed to operate substantially as described, and for the purpose set forth.

3. The combination of the draw-bar A, the pin B, the plate C, the lever *a*, the loop *e*, and the lever E, all constructed to operate substantially as described, and for the purpose set forth.

JAMES SEISLOVE.

Witnesses:

JOHN GWYNN,

ALEXANDER PEW.