

(No Model.)

C. E. SEABURY.

CAR COUPLING.

No. 353,826.

Patented Dec. 7, 1886.

Fig. 1.

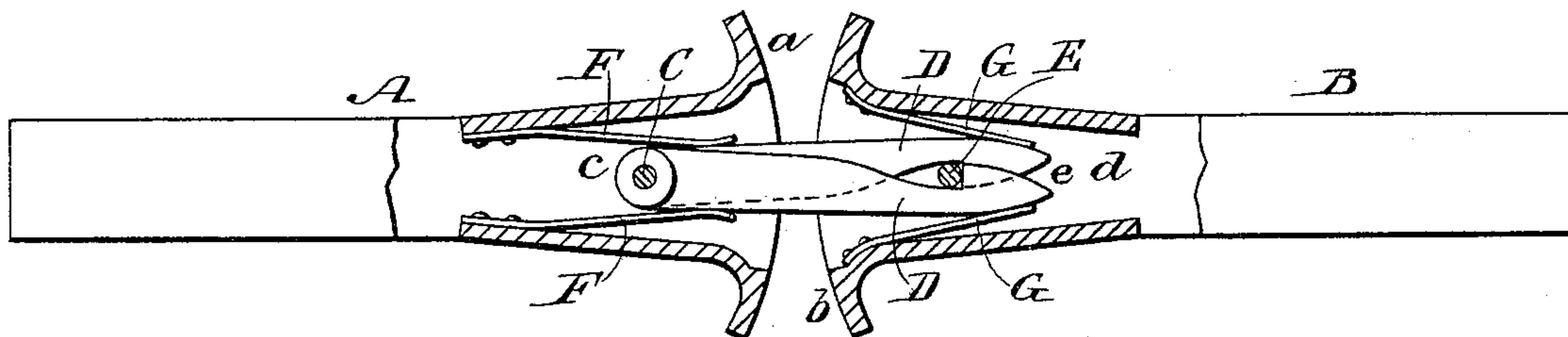


Fig. 2.

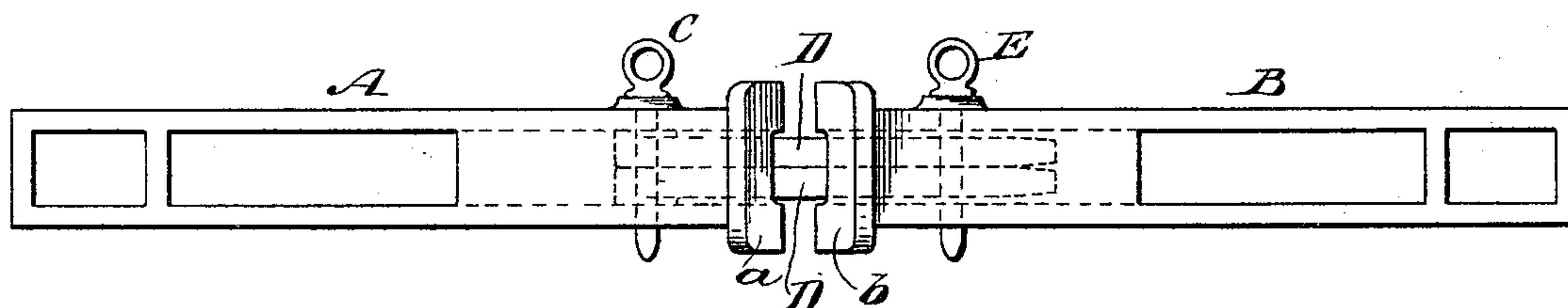
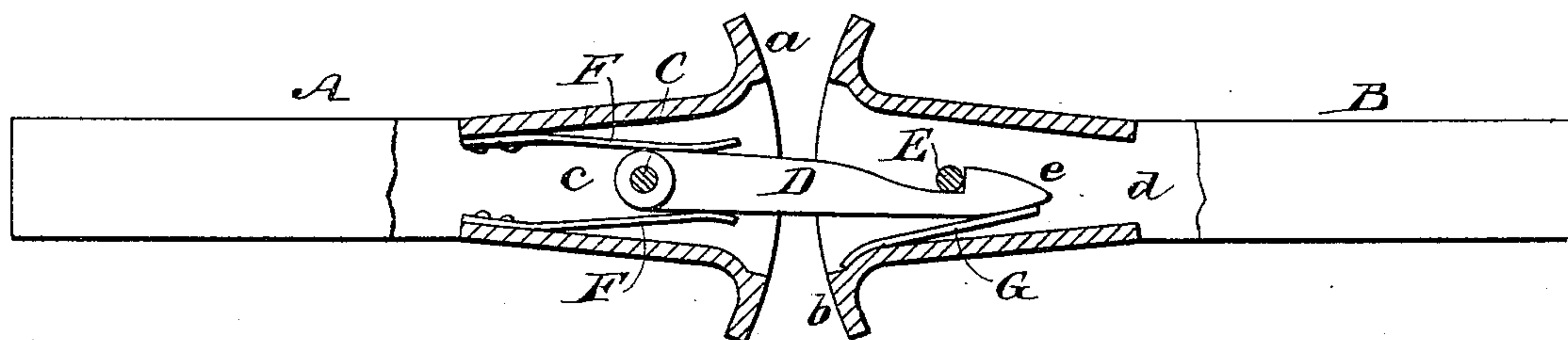


Fig. 3.



WITNESSES:

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CHARLES E. SEABURY, OF STONY BROOK, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 353,826, dated December 7, 1886.

Application filed May 8, 1886. Serial No. 201,553. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. SEABURY, of Stony Brook, in the county of Suffolk and State of New York, have invented a new and Improved Car-Coupler, of which the following is a full, clear, and exact description.

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

Figure 1 is a sectional plan view of two draw-heads having my invention applied thereto, and Fig. 2 is an edge view of the same; and Fig. 3 shows a modification.

The invention will first be described in connection with the drawings, and then pointed out in the claim.

A B represent two draw-heads formed, respectively, with rounded faces *a b* and cavities *c d*. In the draw-head A is placed, upon the vertical pin C, the two connecting-hooks D D, the hooked heads of which lap over each other to grasp the coupling-pin E of the draw-head B. The points of the hooks D are oppositely beveled, as shown at *e*, so that when the cars are brought together for coupling the pin E will strike between the two bevels *e*, so the hooks will be forced apart for the entrance of the pin between the hooks, and thus automatically effect the coupling of the cars.

The hooks D D are pressed in opposite directions by the plate-springs F F, secured in

the draw-head A to point outward, as shown in Fig. 1, and in the draw-head B are secured the springs G G, which point inward and bear in opposite directions upon the points of the hooks D D, to hold them in firm engagement with the coupling-pin E. The cavities *c d* are made flaring, so the hooks D D will not cramp or bind in rounding curves.

To couple the cars, it is only necessary to place the pin E in the draw-head B and back the cars together, when the hooks will enter the draw-head B and engage with the pin, and thus automatically couple the cars. To uncouple the cars, it is only necessary to lift out the pin E.

In some cases I shall use only one hook, D, as shown in Fig. 3, in which case only one spring need be used in the draw-head B.

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

The draw-head A, provided with two oppositely-arranged hooks, D D, and two springs, F F, the points of the hooks being beveled, as shown at *e*, in combination with the draw-head B, provided with the pin E, and inwardly-pointing springs G G, substantially as described.

CHARLES E. SEABURY.

Witnesses:

WM. O. GOULD,
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