

(No Model.)

S. SELDEN.  
CAR COUPLING.

No. 528,346.

Patented Oct. 30, 1894.

Fig. 1.

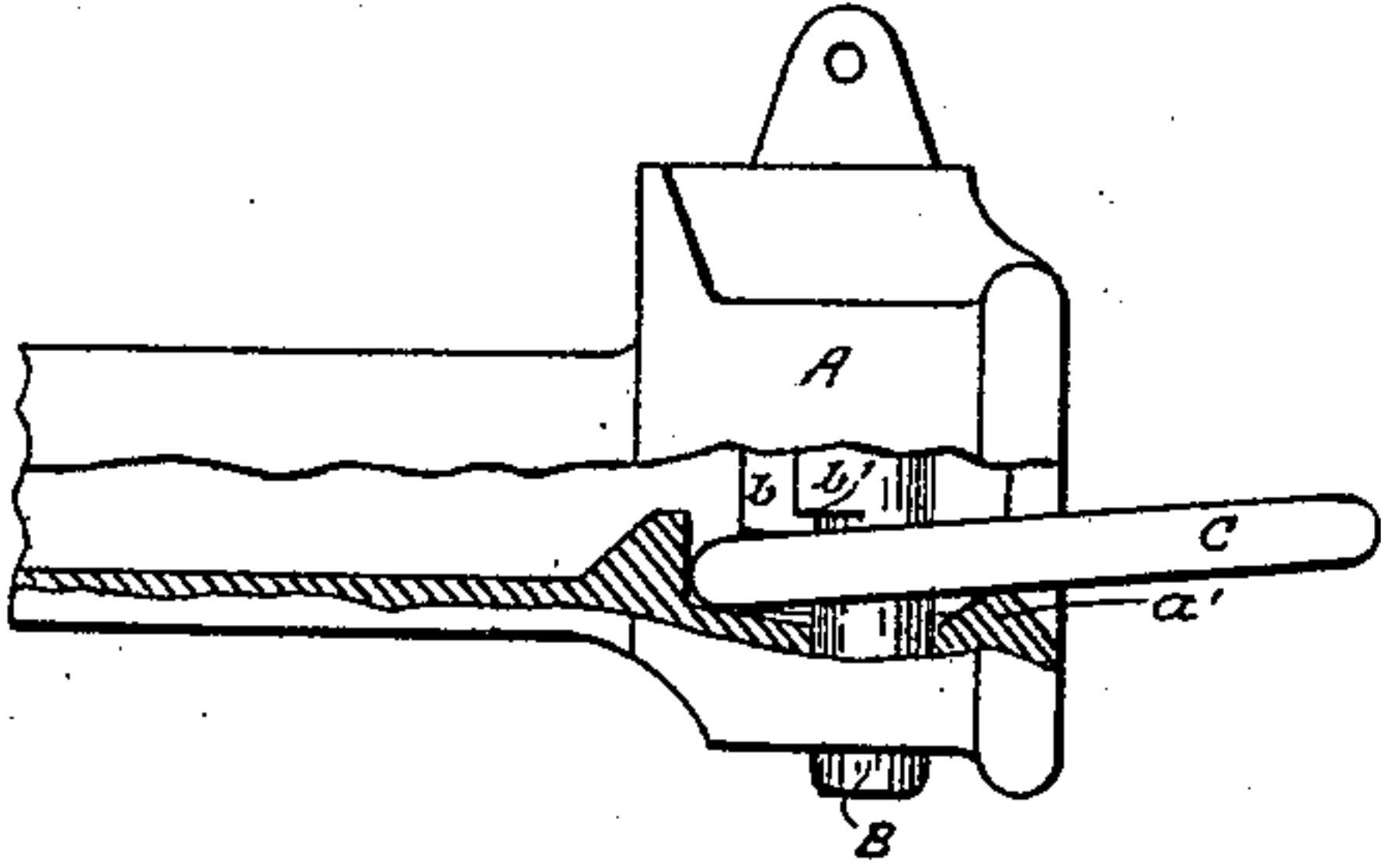


Fig. 2.

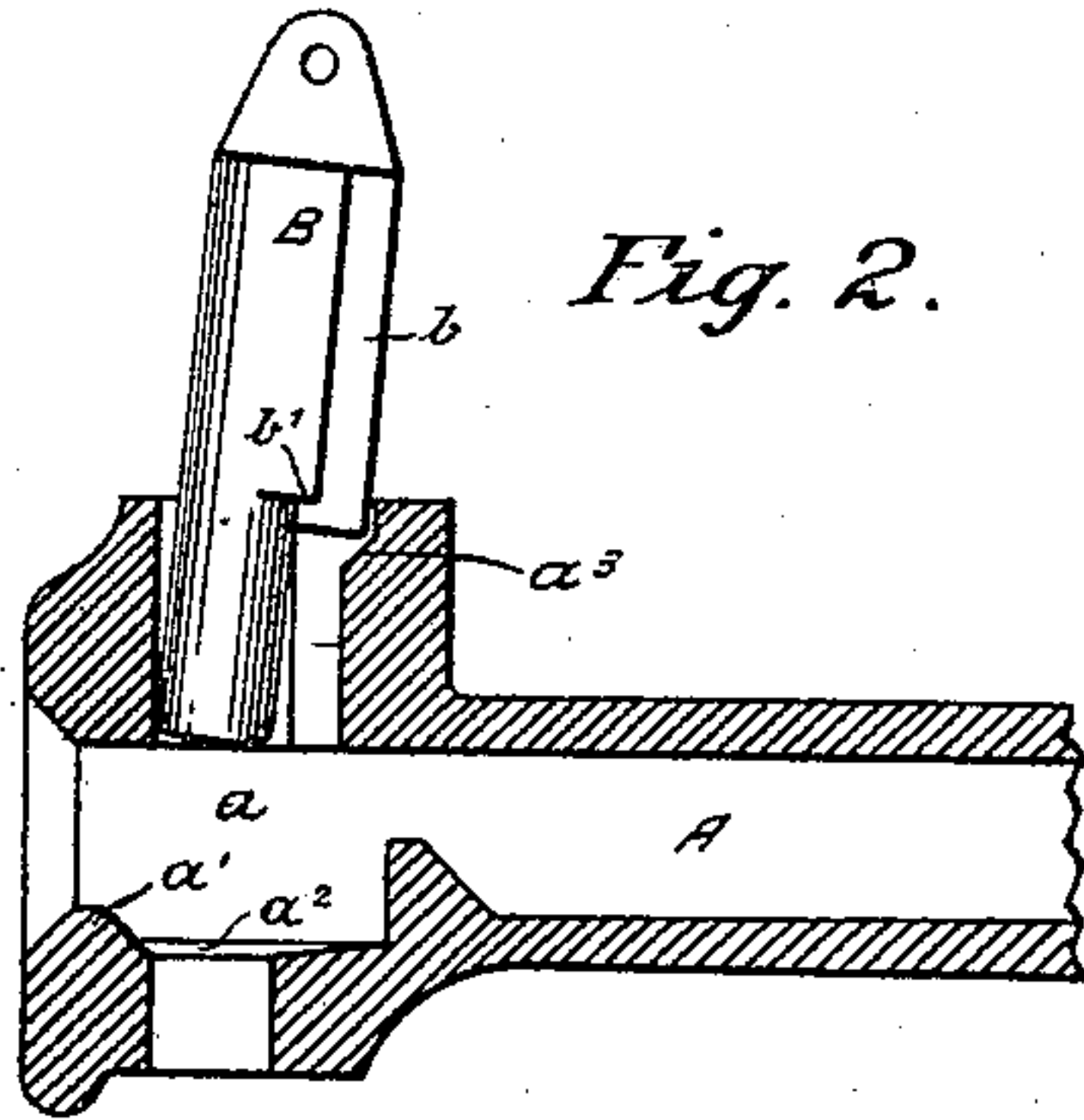


Fig. 3.

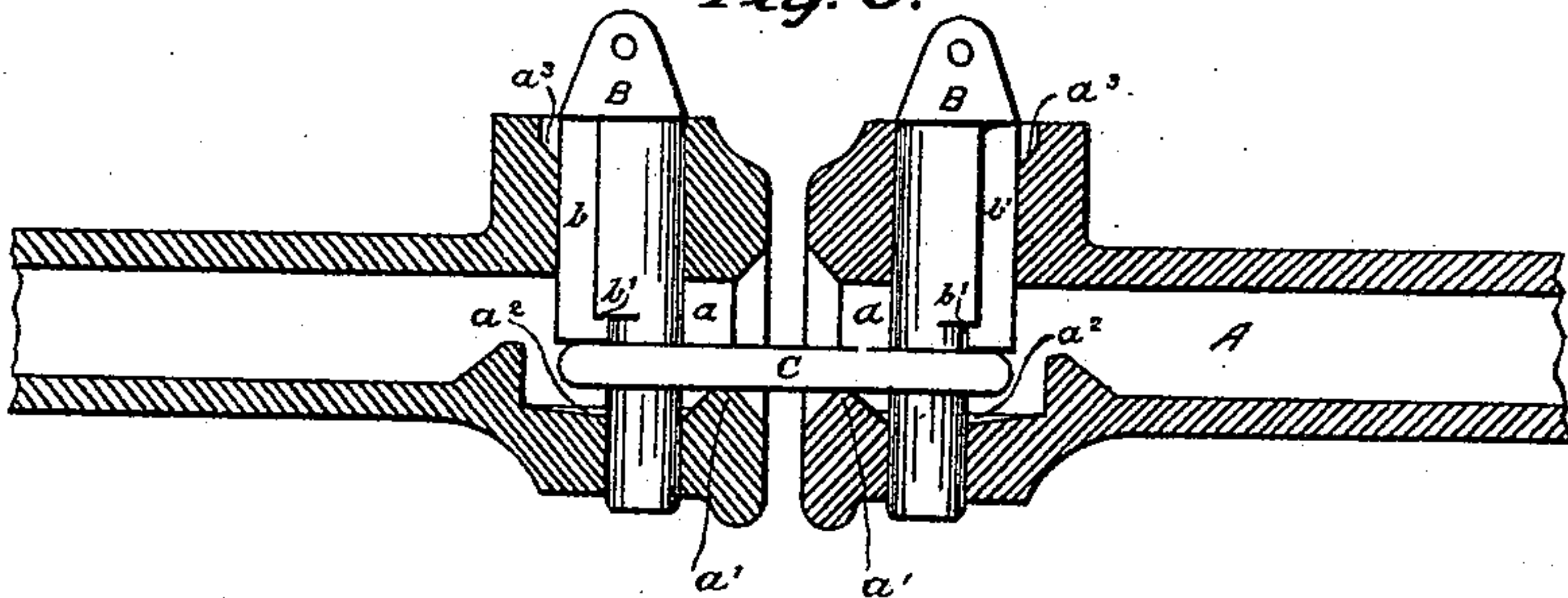


Fig. 4.

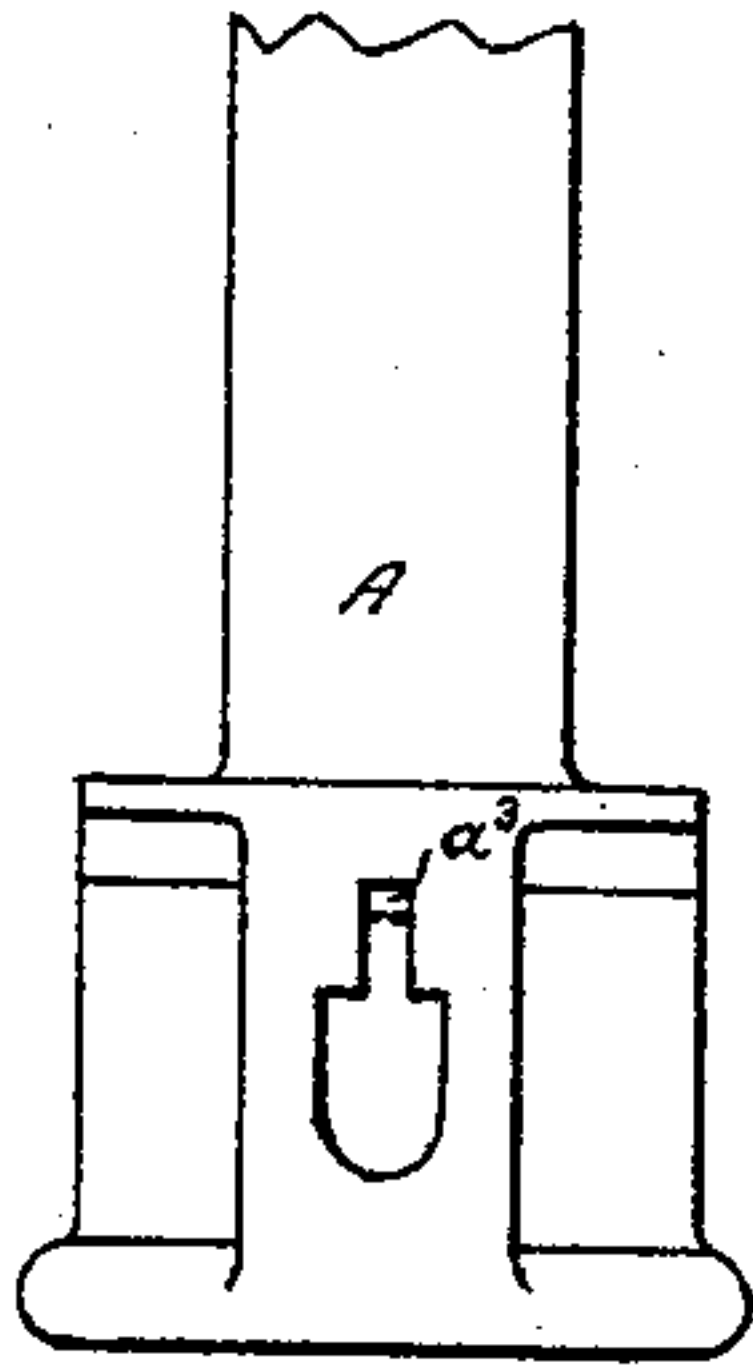


Fig. 5.

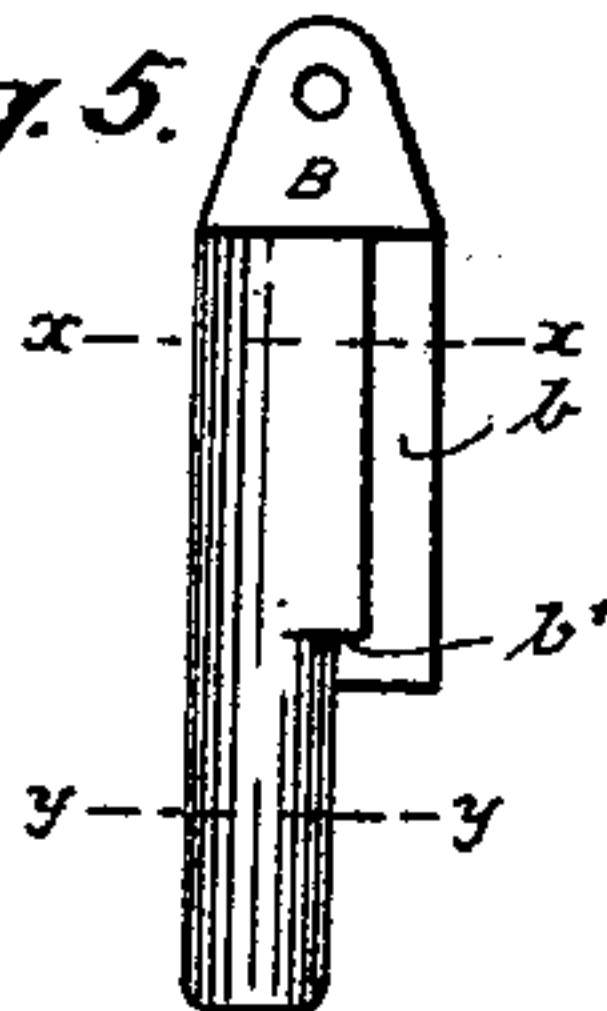


Fig. 6.

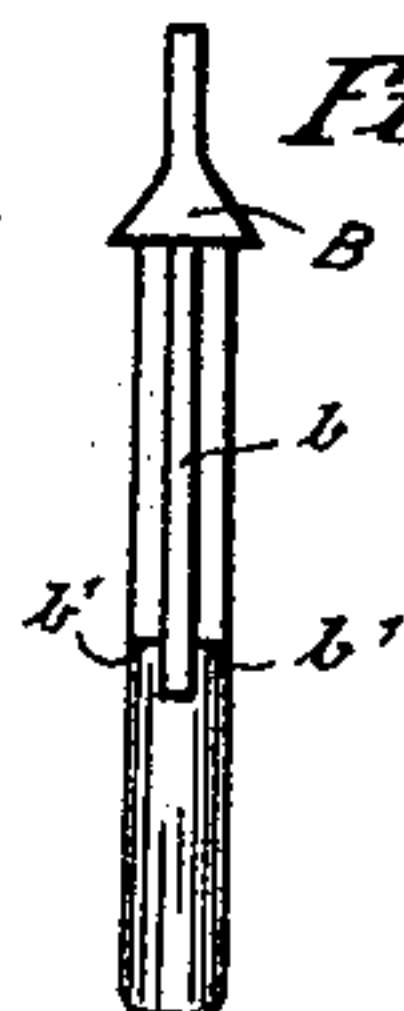


Fig. 7.



Fig. 8.



Witnesses  
D. Robbins  
B. F. Bush

Inventor  
Samuel Selden

# UNITED STATES PATENT OFFICE.

SAMUEL SELDEN, OF ASPEN, COLORADO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 528,346, dated October 30, 1894.

Application filed February 28, 1894. Serial No. 501,811. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL SELDEN, a citizen of the United States, residing at Aspen, in the county of Pitkin and State of Colorado, have invented certain new and useful Improvements in Automatic Link-and-Pin Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and the letters of reference marked thereon, which form a part of this specification.

The object of my invention is to provide an automatic car coupler, that is extremely simple and effective in operation.

From the drawings it will be seen, that the drawhead is of the usual design, excepting in the items of pin, pin hole and link chamber.

Figure 1 is an illustration of the drawhead, showing how the pin bears or presses on the link and it shows the position of the link ready to enter the link chamber of the opposing drawhead. Fig. 2 is a longitudinal section of the drawhead showing the pin in the raised or elevated position. Fig. 3 is a longitudinal section through two opposing drawheads in locked engagement. Fig. 4 is a top view of the drawhead showing the pin hole. Figs. 5, 6, 7 and 8 show the pin in detail. Fig. 7 is a transverse section of the pin along line  $x-x$  of Fig. 5, and Fig. 8 is a transverse section of the pin along line  $y-y$  of Fig. 5.

A is the drawhead.

B is the pin.

C is the link.

The drawhead A is of the usual design. Its link chamber  $a$  differs from ordinary practice only in the fact, that it has a lip or flange  $a'$  at the bottom side of the entrance. This lip or flange  $a'$  acts as a prop or fulcrum for the link, when the end of the link in the link chamber is pressed down by the weight of the pin, thus forcing the projecting end of the link up to proper alignment for entering the opposing drawhead. The bottom  $a^2$  of the link chamber  $a$  is constructed so that there

is a fall, inclination or drainage toward the pin hole, in order to prevent the collection and freezing of water in the link chamber. The pin hole through the top of the link chamber conforms to the section of the pin B along line  $x-x$  Fig. 5, but the rear wall of this pin hole has an offset  $a^3$  near its top, in order to permit the pin to lean back to the position shown in Fig. 2.

The pin B has a projection or rib  $b$ , along a portion of the body of the pin. This projection or rib  $b$  has two essential functions, one to press the end of the link in the link chamber down, and the other, to prevent the pin when hung in position for coupling, as shown in Fig. 2, from catching, when the pin is disturbed by the concussion, caused by two cars coming together; this concussion being the means of dropping the pin B from its supports into the pin hole and through the link.

The pin B is provided with two shoulders  $b'$  as shown in the drawings. These shoulders  $b'$ ,  $b'$ , hold the pin B up in position for coupling. The pin is raised by the usual operating lever either from the top or side of the car, and in so raising the pin, its head is naturally slightly pulled backward. Therefore, as soon as the shoulders  $b'-b'$  emerge from the pin hole, they will engage on the top plate of the drawhead and thus hang the pin, as shown in Fig. 2. The shoulders  $b'-b'$  are placed somewhat above the lower portion of the projection or rib  $b$ , so that when the pin is hung for coupling, this projection or rib  $b$ , that is the lower portion of same, still remains in the pin hole.

From the foregoing description, the method of effecting the coupling will be readily understood. The link and pin in one drawhead being placed as shown in Fig. 1, and the pin of the opposing drawhead being raised for coupling, as shown in Fig. 2, the concussion caused by the two drawheads coming together will drop the pin into the pin hole and through the link, and thus the automatic coupling is accomplished.

What I claim is—

The combination, with the drawhead having a flange or lip at the bottom side of the



entrance of the link chamber, of the coupling  
pin having a projection or rib at its rear side  
throughout a portion of its length, and two  
shoulders, one on each side of the projection  
5 or rib; these shoulders being placed some-  
what above the lower end of the said projec-  
tion or rib, substantially as described.

In testimony whereof I affix my signature in  
presence of two witnesses.

SAMUEL SELDEN.

Witnesses:

D. ROHLFING,  
B. F. BUSH.