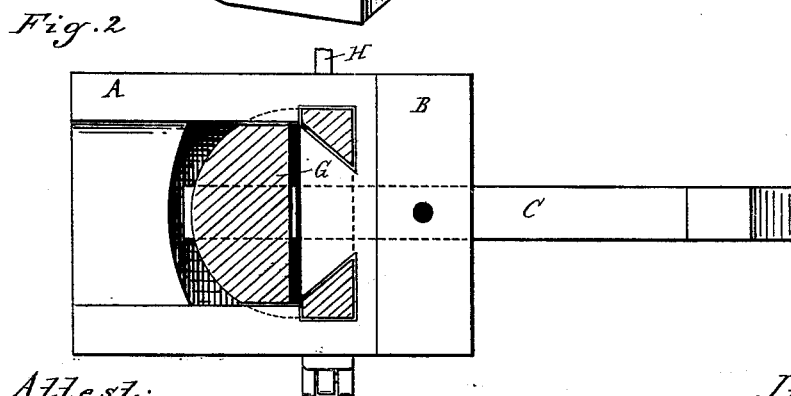
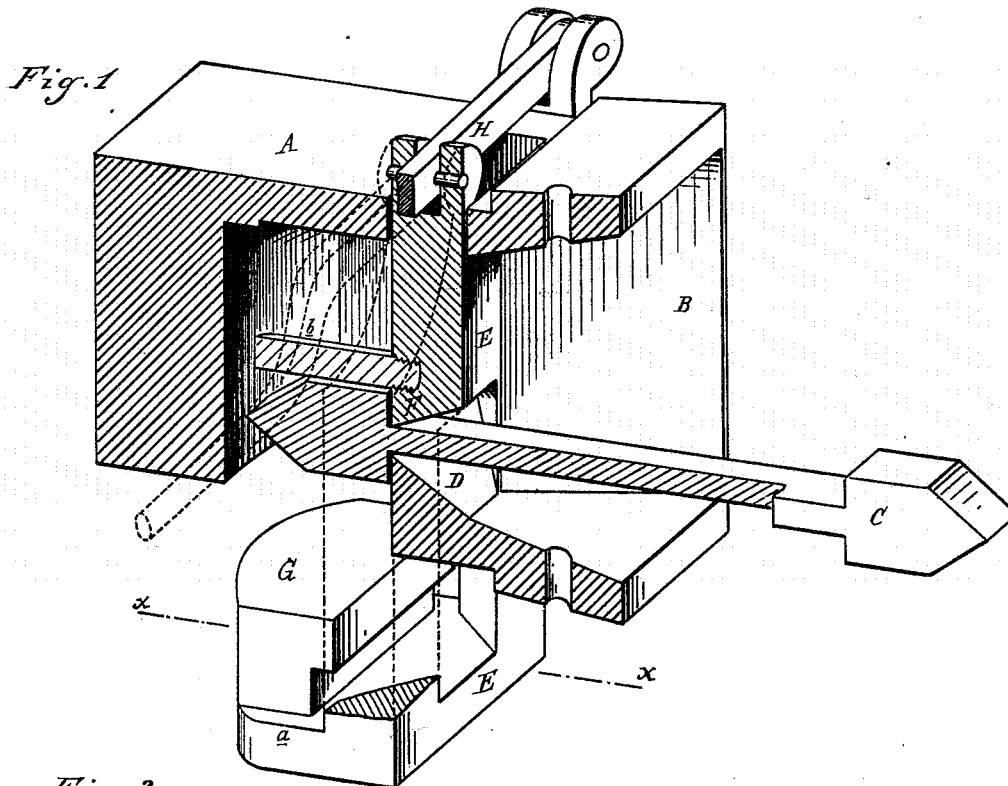


F. C. SEYMOUR.
Car-Coupling.

No. 218,069.

Patented July 29, 1879.



Attest:
A. Barthel
Theo. S. Day

Inventor:
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UNITED STATES PATENT OFFICE.

FRANK C. SEYMOUR, OF ST. LOUIS, MICHIGAN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **218,069**, dated July 29, 1879; application filed April 1, 1879.

To all whom it may concern:

Be it known that I, FRANK C. SEYMOUR, of St. Louis, in the county of Gratiot and State of Michigan, have invented an Improvement in Car-Couplings, of which the following is a specification.

The nature of this invention relates to new and useful improvements in the construction of car-couplings; and the invention consists in the peculiar construction of parts, their combination and operation, as more fully hereinafter set forth.

Figure 1 is a perspective, partially in section, showing the draw-bar in place. Fig. 2 is a horizontal section on the line *x x*.

In the accompanying drawings, which form a part of this specification, A represents the end or head of a draw-bar, provided with the mouth B, flaring in all directions. This mouth terminates at the rear in an opening or throat rectangular in form, longest in vertical cross-section, through which the coupling-bar C enters the head. This coupling-bar, being harpoon-shaped at both ends, enters said opening or throat, when the shoulder of the harpoon-head on the under side engages with the rear side of the lug D, at the same time forcing the gate E upward until the upper shoulder of the harpoon passes the downwardly-projecting flange F of the gate, which then falls, thereby securing both shoulders of the harpoon within the head. This gate is constructed substantially in the form shown, and to its bottom end is secured the stop-plate *a*, which, by its impingement against the bottom of the draw-bar, prevents its withdrawal from

above; and it is also provided with a stop, *d*, which strikes against the upper part of the head within the recess, and prevents the gate from being withdrawn should the stop-plate *a* be removed. This gate works in half-dove-tail ways in the interior of the draw-bar head, which holds the same rigidly in position and confines its motion to a vertical reciprocating one.

G is a plate or metallic block, or projection from the bottom, designed to perform two functions, to wit: It operates as a weight to keep the gate E depressed, so that it is always ready to engage with a coupling-bar, and to release the coupling-bar from its engagement with the stud D as the gate and plate are raised, the plate impinging against the under side of the coupling-bar to compel such releasement.

A lever, H, pivoted to the draw-bar and connected to the head of the gate may be employed, so that the uncoupling may be done from either side of the car.

What I claim as my invention is—

The combination, with the draw-head A B, of the vertical slide E, working in half-dove-tail ways in the head, and provided with pin *b*, plate *a*, and block G, and the lever H, pivoted to the top of draw-head and to said slide, constructed and arranged substantially as described and shown.

FRANK C. SEYMOUR.

Witnesses:

H. S. SPRAGUE,
A. BARTHEL.