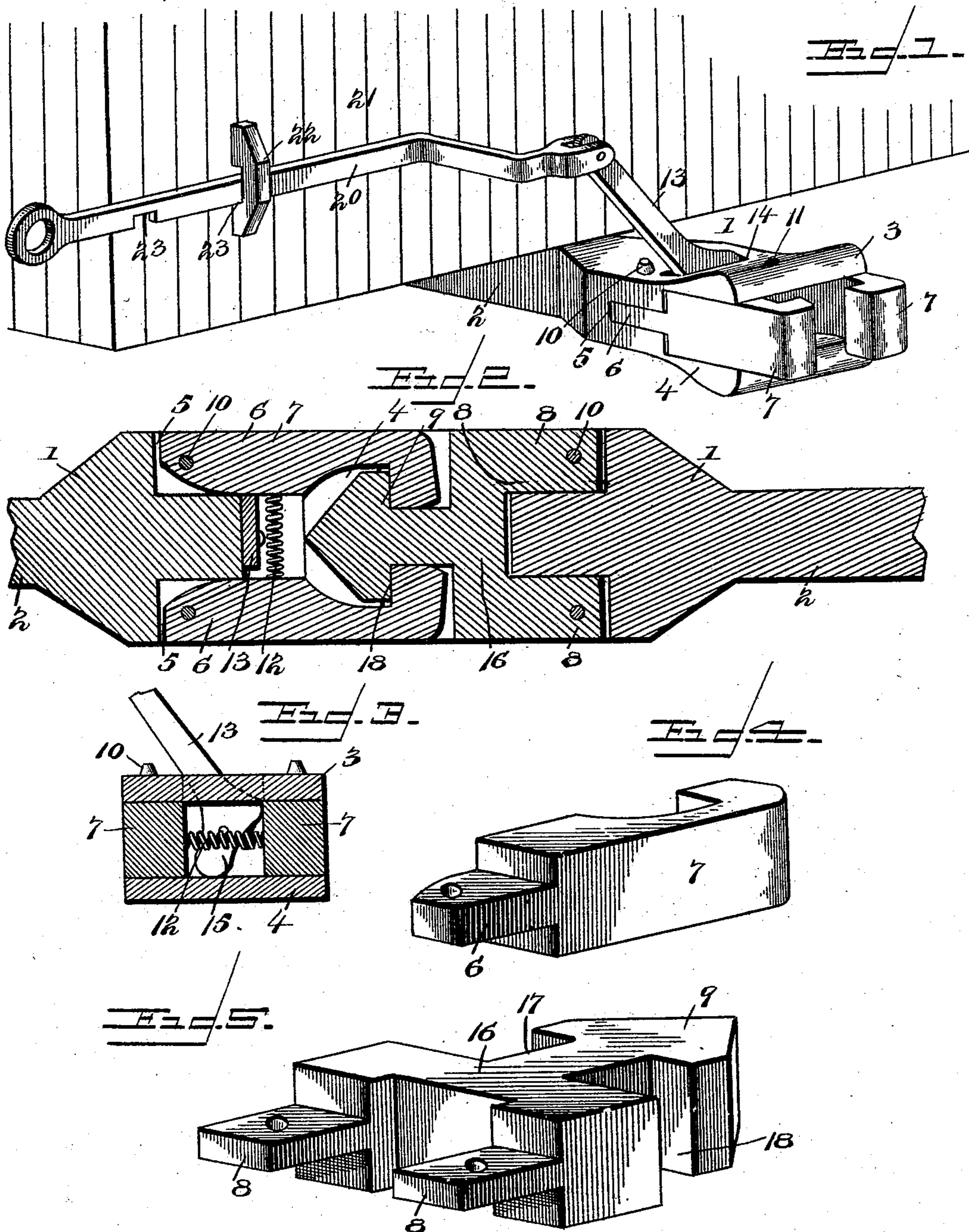


(No Model.)

L. H. SEGREST.
CAR COUPLING.

No. 517,666.

Patented Apr. 3, 1894.



Inventor

Lewis H. Segrest,

Witnesses

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UNITED STATES PATENT OFFICE.

LEWIS H. SEGREST, OF BRANDYWINE, MISSISSIPPI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 517,666, dated April 3, 1894.

Application filed October 26, 1893. Serial No. 489,172. (No model.)

To all whom it may concern:

Be it known that I, LEWIS H. SEGREST, a citizen of the United States, residing at Brandywine, in the county of Claiborne and State of Mississippi, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to improve the construction of car couplings, and to provide a simple and inexpensive one capable of coupling automatically and of being readily uncoupled without going between cars, and adapted to be readily applied to the ordinary construction of the latter, and of being employed in connection with pin and link draw-heads.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a car coupling constructed in accordance with this invention, and shown applied to a car. Fig. 2 is a horizontal sectional view of two draw-heads coupled. Fig. 3 is a transverse sectional view. Fig. 4 is a detail perspective view of one of the jaws. Fig. 5 is a similar view of one of the arrow-headed hooks.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a draw-head having a shank 2 or draw-bar, and provided with outwardly projecting upper and lower portions 3 and 4 forming a horizontal opening between them. The draw-head is provided at opposite sides at the inner terminus of the horizontal opening with horizontal recesses 5, adapted to receive shanks 6 of spring actuated jaws 7 or shanks 8 of an arrow-shaped hook 9. These shanks are secured in the recesses 5 by vertical pins 10 or similar fastening devices, and are removable in order that the interlocking devices 7 and 9 may be interchangeable and detachable. When the interlocking devices, which consist of the jaws and the arrow-headed hook, are removed the drawhead is adapted

to be coupled with the ordinary pin and link car coupling, and is provided with a coupling pin perforation 11.

The jaws 7 are pivoted and are connected by a transversely disposed spring 12; they are adapted to be spread apart by the arrow-headed hook when cars come together for coupling in order that such coupling may be automatic. The arrow-headed hook is released from such engagement by a lever 13, which is fulcrumed on the draw-head, and is arranged in a slot 14 thereof, and is provided at its lower end with a foot 15, located between the jaws in rear of the transverse spring. The shanks form shoulders at their inner ends, and these shoulders are arranged adjacent to the inner or rear wall of the horizontal opening of the draw-head.

The arrow-headed hook 9 has a transverse portion 16, and the shanks 8 extend rearward from the ends thereof. The neck 17 of the arrow-headed hook, and the recesses 18 at the inner opposed sides of the jaws are of sufficient length to permit a limited longitudinal movement of the interlocking devices to enable the cars of a train to be successively started.

The upper end of the lever 13 is pivoted in a bifurcation of the inner end of an operating bar 20, which extends to one side of a car 21, to enable the operation of uncoupling to be performed without going between cars. The operating bar is arranged within a keeper 22, and is provided with a series of notches 23, to engage the same in order that the jaws may be held apart to prevent coupling and to prevent accidental movement of the lever. Any suitable means may be provided, to enable the operation of coupling to be performed from the top of the car and from both sides; and I desire it to be understood that changes, in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

It will readily be seen that the car coupling is simple and inexpensive in its construction, and automatic in its operation, that it may be readily applied to the ordinary construction of cars, that the interlocking jaws and hook are interchangeable and removable, and that

the car coupling may be readily employed in connection with the ordinary pin and link coupling.

What I claim is—

5 1. In a car coupling, the combination of the draw-head having outwardly projecting upper and lower portions and provided at the inner terminus of the horizontal opening between the upper and lower portions with recesses located at opposite sides of the draw-head, and interchangeable and removable interlocking devices provided with parallel
10 shanks arranged within said recesses and secured to the draw-heads, substantially as described.
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2. In a car coupling, the combination of the draw-heads having outwardly projecting upper and lower portions and provided at their sides with recesses, and having slots in the
20 upper portions, spring actuated jaws provided with shanks arranged in the recesses of one of the draw-heads, an arrow-headed hook having a transverse portion and provided with

shanks arranged in the recesses of the other draw-head, pins securing the shanks in the
25 recesses, and an uncoupling lever arranged between the jaws and fulcrumed on the draw-head and passing through the adjacent slot, substantially as described.

3. In a car coupling, the combination of a
30 draw-head having outwardly projecting upper and lower portions and provided at the inner terminus of the horizontal opening between the projecting portions with recesses, an arrow-shaped hook having a transverse
35 portion at its inner end and provided with inwardly extending shanks arranged in said recesses, and pins securing the shanks in the recesses, substantially as described.

In testimony that I claim the foregoing as
40 my own I have hereto affixed my signature in the presence of two witnesses.

LEWIS H. SEGREST.

Witnesses:

N. S. WALKER,
JULIUS E. DEED.