

O. SEVIGNY.
CAR COUPLING.

No. 537,859.

Patented Apr. 23, 1895.

Fig. 1.

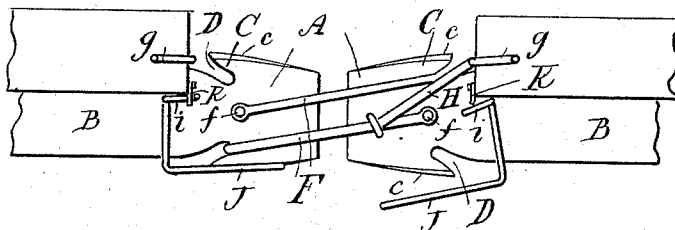


Fig. 2.

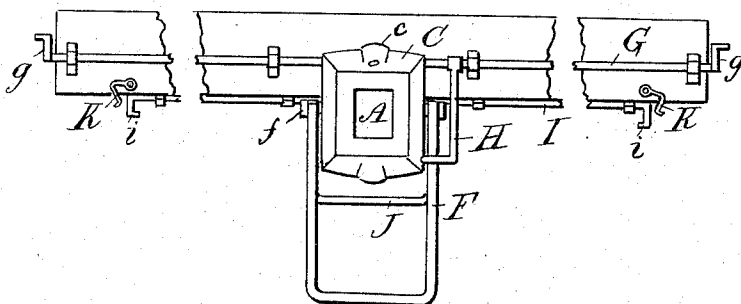
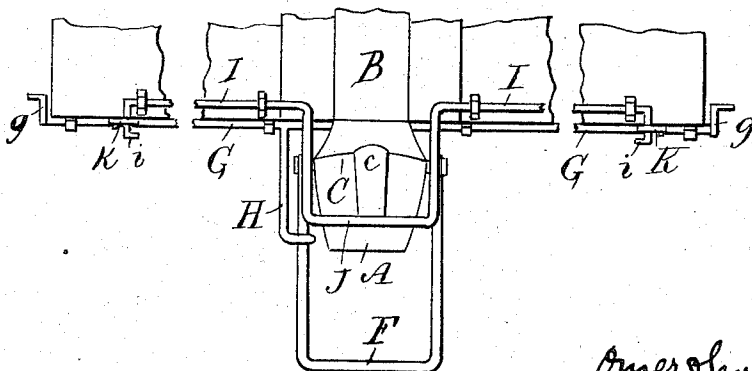


Fig. 3.



Witnesses:
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(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

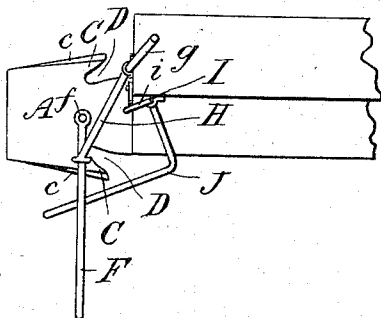


Fig. 5.

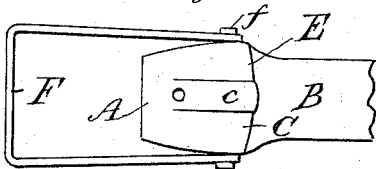


Fig. 6.

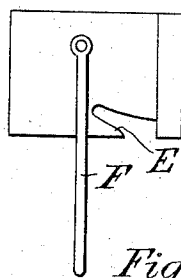


Fig. 7.

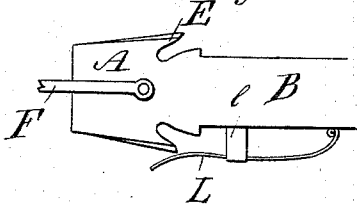


Fig. 8.

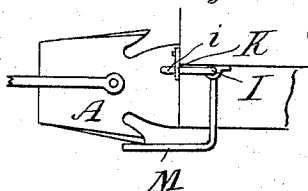
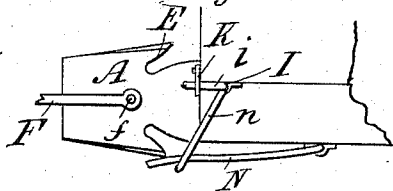


Fig. 9.



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UNITED STATES PATENT OFFICE.

OMER SEVIGNY, OF ST. GUILLAUME, CANADA, ASSIGNOR OF ONE-HALF TO
ZACHARIE THERIEN, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 537,859, dated April 23, 1895.

Application filed February 20, 1894. Serial No. 500,886. (No model.)

To all whom it may concern:

Be it known that I, OMER SEVIGNY, a citizen of Canada, residing at St. Guillaume, in the county of Yamaska, in the Province of Quebec, Canada, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part hereof.

The object of my invention is to provide an effective and safe coupling, in which there will be no loose links or pins, and one that will enable cars of different heights to be safely coupled, and also sundry details that will be hereinafter fully pointed out.

In the drawings, Figure 1 is a side elevation of two cars coupled. Fig. 2 is an end view of one of the cars. Fig. 3 is a view of the under side of a car. Fig. 4 is a side elevation showing one end of a car uncoupled. Fig. 5 is a top view of the drawhead. Fig. 6 is a side elevation of the coupler adapted for use on the tender of a locomotive. Figs. 7, 8, and 9 are modifications of the device for holding the bail on the hook under the drawhead.

A is the drawhead formed integrally with the drawbar B. This drawhead increases in size laterally to a point about midway from the point where it joins the drawbar, to the end of the head, then it tapers somewhat to the end. The upper and lower surfaces of the drawhead are both slightly inclined, one upwardly and the other downwardly, terminating in lips C which project over recessed portions D forming hooks extending from one side of the drawhead to the other. The lips and recesses will hereinafter be called "hooks E." On the lip C is formed an additional lip c, which is smaller in breadth than the lip C, and the object of which will be hereinafter explained.

Passing through the center of the head A, horizontally, is a bolt f, to the projecting ends of which are secured the arms of the bail F. This bail is of sufficient length to pass over or under the drawhead of an approaching car and engage the hook E, and when two cars are coupled both the bails may be used as

shown in Fig. 1. Should the bails through derailment or other cause become disengaged, the lip c will catch the bail, and by the jar and irregular motion of the cars the bail F may be shaken into its place on the hooks E. Thus on a rough road where there is considerable jarring the bail F may be thrown up on top of the hook E and will still be held by the lip c and will, by the continued jarring be shaken into its place. In case of derailment should the bail be thrown on top of the hook, which in all probability it would, the lip c would still hold the bail and pull the derailed car, close to the track, without much strain on the bail, and the derailed car will be in an easy position for replacing.

In order to manipulate the bails F, from the side of the car; a rod G is journaled in suitable bearings on the end of the car having handles g, at either end, and having near its center, that is, at the side of the drawhead A, an arm H, the end of which loosely holds one side of the bail F, so that by means of either of the handles g, it may be either raised or lowered, so as to engage either the upper or lower hook on the drawhead. Under the end of the car is journaled in suitable bearings a rod I. This rod when it reaches the drawhead is bent downward, at a right angle, then forward along the side of the drawhead, to a point near the front, then under the drawhead, then back again in the same manner on the other side; thus forming a stirrup J, which holds up the bail F, when coupled to the hook on the under side of the drawhead. The ends of the rod do not quite reach the sides of the car, and are provided with handles i, which when the stirrup J is closed up are in a horizontal position, and project in front of the car, in which position they are locked by the latches K.

In Fig. 6 is shown a drawhead for the tender of a locomotive. It has only one hook and that on the under side, the bail F being similar to the others. It will be seen that these bails will accommodate themselves to any inequalities in the height of the couplings.

The drawhead A, may be provided with the usual mouth and pin holes, so as to enable them to couple, with cars of the ordinary type.

In Figs. 7, 8, and 9 are shown modifications of the device for holding up the under bail. In Fig. 7, this consists of a spring L, secured to the drawbar at the rear, and held up against the lip *c* by means of a collar *l*, the front end of the spring being turned down, so the approaching bail may force its way in. The spring is sufficiently strong to hold up the bail, but pressure on the handle *g* will force it down. In Fig. 8, is shown a device in which the rod I is similar to that described before only that instead of the stirrup an arm M is used, the rod I reaching to one side of the car only. In Fig. 9 an arm N is hinged under the drawbar, its forward end adapted to be pressed against the under side of the drawhead by a cranked arm, *n* carried by the rod I.

I am aware of Patent No. 221,797, issued to

Seth C. Doyle, on November 18, 1879, and to which I make no claim; but

What I claim is—

In a car coupling the combination with a drawhead having hooks formed on its upper and lower surfaces, a bail pivoted to the said drawhead adapted to engage one of the hooks of an adjacent drawhead, of the projections or lips *c* formed on the said hooks, substantially as set forth.

Signed at St. Guillaume this 30th day of January, 1894.

OMER ^{his} × SEVIGNY.
mark

In presence of—

OCTAVE DUBAY,
THOS. LOUZIUR.