

(No Model.)

J. H. SCOGGIN.
CAR COUPLING.

No. 506,644.

Patented Oct. 10, 1893.

Fig. 1.

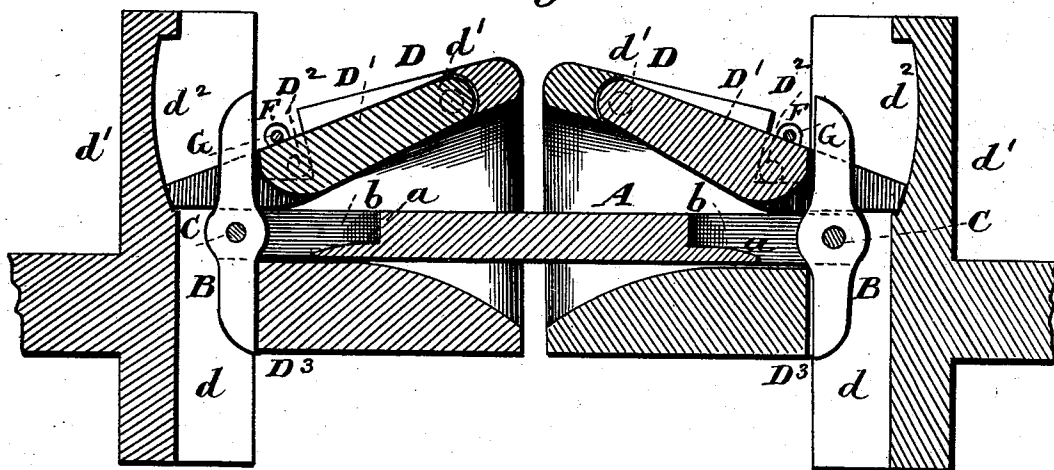


Fig. 2.

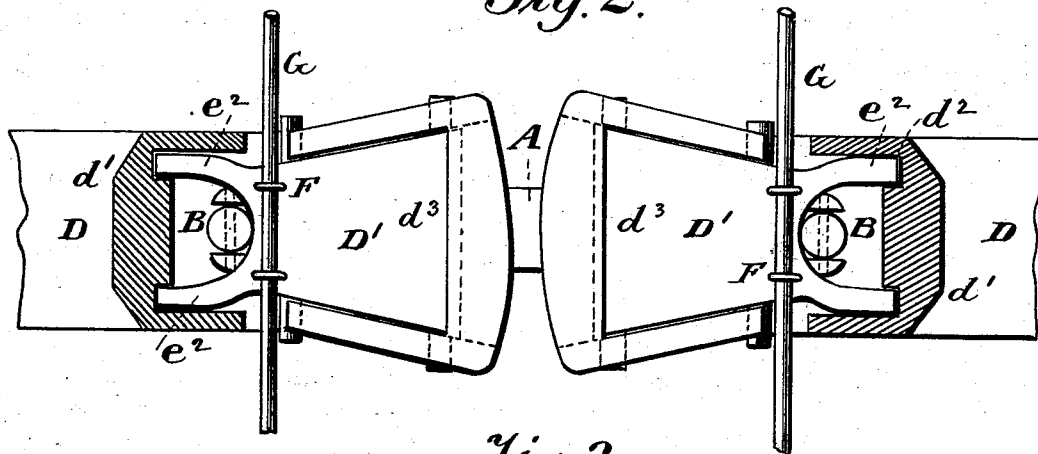
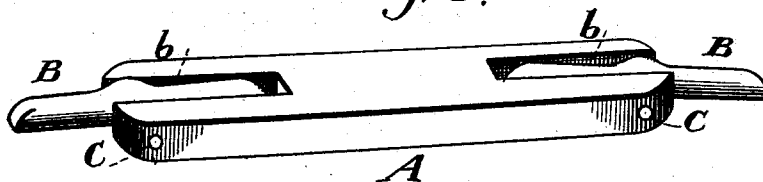


Fig. 3.



Witnesses.
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UNITED STATES PATENT OFFICE.

JAMES H. SCOGGIN, OF PETERSBURG, VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 506,644, dated October 10, 1893.

Application filed February 17, 1893. Serial No. 462,734. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. SCOGGIN, a citizen of the United States, residing at Petersburg, in the county of Dinwiddie and State of Virginia, have invented certain new and useful Improvements in Automatic 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 to the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to make a car coupler which shall be simple in construction, automatic in coupling, adapted to be uncoupled without danger to the operator, which will allow for curves and become uncoupled as soon as its car runs off the track.

Figure 1 of the drawings is a longitudinal vertical section; Fig. 2 a plan view partly in section, and Fig. 3 a detail perspective view of my combined link and pin.

In the drawings, A represents the link and B B the pins, the latter being pivoted in the open end-slots *b b*, a little out of the center so that the heavier and longer end may be ordinarily supported on the bottom of a groove *a*, and so that it may never assume a vertical position when entering a drawhead. The pins B are beveled on each end and turn freely on their pivots C.

D D are similar drawheads, bellmouthed, and are provided with a pinhole *d* and a concave back *d'*, the latter having grooves *d² d²* in which travel and are guided the projections *e² e²* of the front-pivoted top of the mouth *D'*. This top *d³* slopes down rearwardly and is there provided with side arms or rods of metal which are held in the rabbets *D²* of the sides of mouth, the rear end of the top *d³* being concaved between the projections *e² e²*.

When the pin and link B A are approaching a drawhead, they will have the position

shown in Fig. 3 of the drawings; after entering the drawhead, the beveled end of pin will strike the back *d'* and be turned down vertically while the other end will fly up, lift and pass the hinged top *d³*. Then the pin will assume the perpendicular position shown in Fig. 1 of the drawings, the upper end of the pin taking a bearing against the top *d³* while the lower end bears against the perpendicular face of the mouth-bottom *D³*. On the top or cover *d³* I make two parallel eyes or guides F F through which may be passed the staff G to carry at its end a signal flag. The pin will couple in any position.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. The coupling link A having an open slot and crosspivot at each end with a groove in the rear of the slot, in combination with two end-beveled coupling pins turning in said slots on said cross-pivots and overweighted on one end to rest in said grooves as shown and described.

2. The link and pin coupler A B combined with a drawhead having a front-pivoted top *d³*, bottom *D³* with perpendicular face, a pinhole *d*, and concave back *d'* substantially as shown and described.

3. The top *d³* bifurcated at its free end to allow the passage therethrough of one end of a coupling pin in combination with a back *d'* with grooves *d² d²* to receive and guide said projections or bifurcations as set forth.

4. The top of a drawhead provided with two parallel guide-eyes for the transverse arrangement of a staff on which may be hung at one side of a train, a signal flag.

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

JAMES H. SCOGGIN.

Witnesses:

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CHAS. L. DUBOIS.