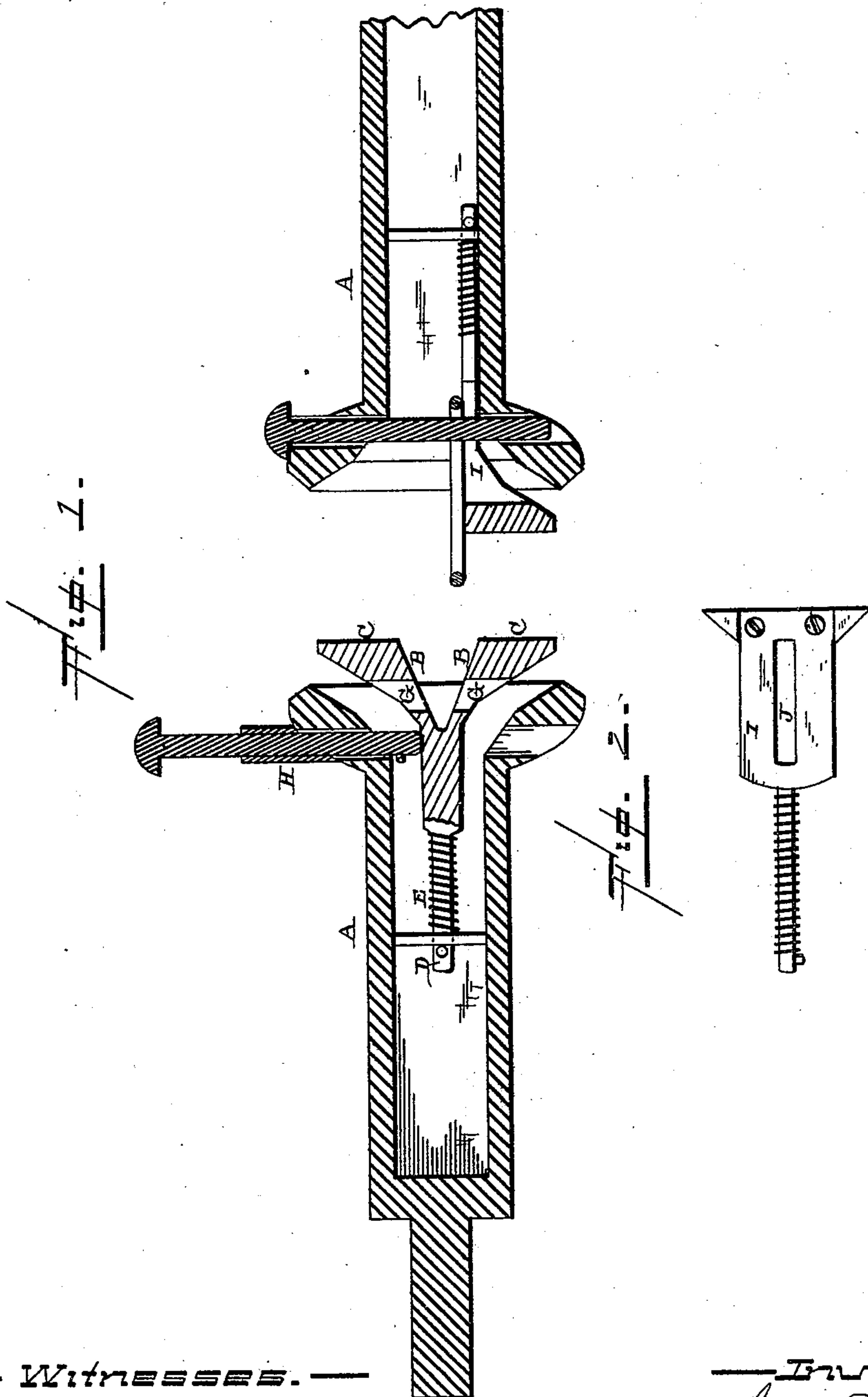


(No Model.)

J. LEARMONTH.
CAR COUPLING.

No. 282,910.

Patented Aug. 7, 1883.



— **Witnesses.** —

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UNITED STATES PATENT OFFICE.

JAMES LEARMONTH, OF CORSICANA, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 282,910, dated August 7, 1883.

Application filed January 15, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAS. LEARMONTH, a citizen of the United States of America, residing at Corsicana, in the county of Navarro and State of Texas, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to an improvement in car-couplings; and it consists in the combination of two draw-heads, in one of which is a spring-actuated jaw, which acts as a support for the coupling-pin until the jaw is pushed
15 back into the coupling-head, and in the other a slotted spring-actuated jaw, which has its outer end so formed as to support the link in position ready to couple, as will be more fully described hereinafter.

20 Figure 1 is a vertical section of the two draw-heads and their attachments, which compose one of my couplings. Figure 2 is a detail view of the slotted spring-jaw which supports the link in position.

25 A A represent two draw-heads of the usual construction, inside of one of which are placed the two spring-jaws B. Each of these jaws have suitable metallic blocks, C, secured to their outer ends, and which, when the jaws
30 are forced forward, project a suitable distance beyond the front end of the draw-head.

Upon the shank D, which projects from the rear end of both spring-jaws, is placed a suitable spring, E, which serves to keep the jaws
35 pressed forward when they are left free to move. In the extension which is formed on the draw-head is placed a suitable stop of any kind, against which the rear end of this spring abuts, so that when the spring-jaw is
40 forced backward the spring is compressed between the rear end of the jaws and the stop. As soon as this spring is left free to act it forces the two spring-jaws outward, so that they will receive a part of the concussion when the cars run together, and thus
45 ease the jar before the draw-heads strike. Through these two jaws are made the holes G for the coupling-pin to pass through. While the jaws are forced outward by the spring

the pin is held in a raised position; but when 50 the jaws are moved backward, as the holes come under the end of the pin the pin drops through them and couples the cars together. Upon the top of this draw-head is formed a suitable guide, H, for the coupling-pin, which 55 may be made long enough to extend up to the top of a freight-car, or provided with an eye at its upper end, to which a chain may be attached which will reach up to any desired height, and thus allow the cars to be 60 set ready for coupling from the tops of the cars. Upon this pin will be formed a suitable stop to prevent it from being withdrawn at any time. In the other draw-head is placed a single spring-actuated jaw, I, which has a 65 slot, J, made through it, so that it will move freely back and forth without interfering in any way with the coupling-pin. This jaw serves to hold the link in position ready to couple, and when the two cars come together 70 this jaw I comes in contact with one of the jaws in the other coupling, and the jaw I is forced backward without in any way affecting either the link or the pin. As the jaw in the one head comes in contact with the 75 lower jaw in the other the two jaws B are forced backward, so as to let the coupling-pin fall through the link, which is held downward by the jaw I. This jaw I also serves to ease the concussion when the cars come to- 80 gether before the draw-heads strike. By the use of the spring-actuated jaws, slotted so that it can be moved back and forth over the pin, the link is always held ready to couple with the next adjoining car. 85

Where narrow-gage cars are run over wide tracks they have to use a third rail and in that case the coupling would be to one side of the center, in which case the cars would not couple with a coupling of the kind above 90 described. In order to overcome this objection two side drafts are formed, one upon each side of the central coupling, which would carry the link far enough to one side to couple with the narrow-gage cars. 95

Having thus described my invention, I claim—

In a car-coupling, the combination of the

two draw-heads A, the spring-actuated jaw
B, having the hole G, and which acts as a
support for the coupling-pin, with the spring-
actuated jaw I, provided with the slot J, and
5 which has its outer end formed so as to act as
a support for the link, both of the jaws hav-
ing their outer ends to project beyond the
mouths of the heads, substantially as shown.

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

JAMES LEARMONTH.

Witnesses:

RUFUS HARDY,
F. S. KERR.