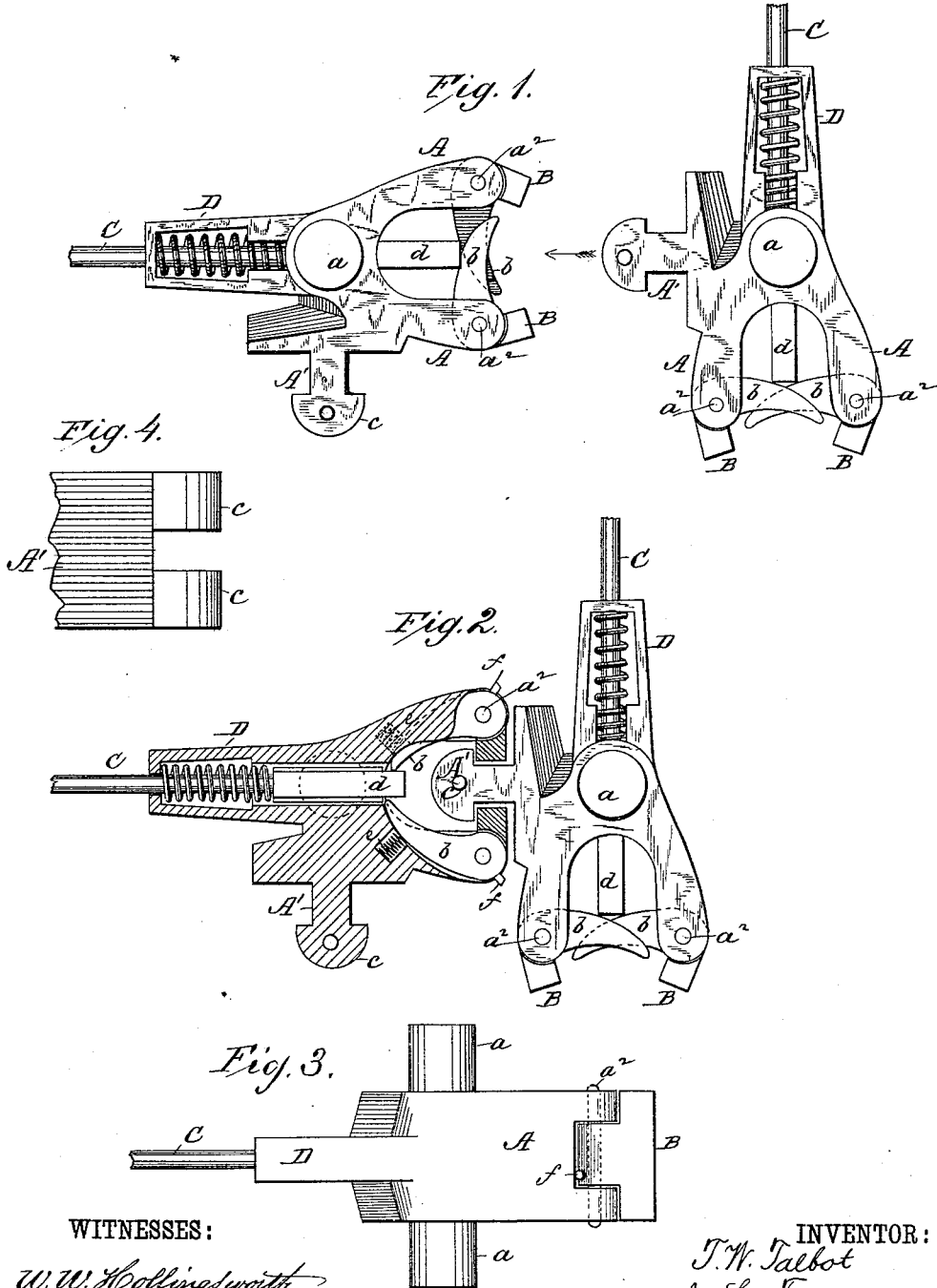


(No Model.)

T. W. TALBOT & J. L. FARMER.  
CAR COUPLING.

No. 346,329.

Patented July 27, 1886.



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# UNITED STATES PATENT OFFICE.

THOMAS WILSON TALBOT AND J. LUECO FARMER, OF FLORENCE, S. C.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 346,329, dated July 27, 1886.

Application filed December 22, 1885. Serial No. 186,457. (No model.)

*To all whom it may concern:*

Be it known that we, THOMAS WILSON TALBOT and J. LUECO FARMER, of Florence, in the county of Darlington and State of South Carolina, have invented a new and useful Improvement in Car-Couplings, of which the following is a description.

Figure 1 is a top view of the draw-heads of two cars, showing the positions of the draw-heads when about to couple. Fig. 2 is a sectional view showing the draw-heads coupled. Fig. 3 is a side view of one of the draw-heads, and Fig. 4 is a detail side view of the part A' of the draw-bar.

Our invention is in the nature of an automatic car-coupling having two connected draw-heads arranged at right angles to each other and mounted upon trunnions in bearings in the car-frame, whereby either draw-head may be presented, as desired, one of said draw-heads being constructed in the nature of a mouth or throat with pivoted coupling-hooks and locking devices, and the other of which is in the nature of a headed projection adapted to fit into the mouth of the opposite draw-bar and be secured therein by the coupling-hooks and locking devices, as hereinafter fully described.

In the drawings, A A A' represent the double draw-head, which consists of a single casting, having the mouth portion A A and the headed projection A', which two parts are at or about right angles to each other. This double draw-head is formed with trunnions *a*, which are journaled in strong metal bearings securely fastened to the car-frame, and upon which trunnions the draw-head may be turned to present either the mouth portion or the headed projection for coupling. The mouth portion has two branches, A A, in the outer end of each of which is pivoted, by a bolt, *a*<sup>2</sup>, the hinge-jaws B B, each of which has an arm, *b*, that extends backwardly into the mouth, and rests, when the cars are coupled, in a recess in the inner face of the two branches A. These jaws B, when the cars are coupled, extend toward each other and approach so as to leave a space between, which, while large enough to receive the shank of projection A', (see Fig. 2,) is not large enough to allow the head *c* of the projection to pass out,

When the jaws B are thrown open, however, the space between them is large enough to allow the head on said projection to pass through, and when in this position the arms *b b* of the hinge-jaws both lie across the mouth or passage-way between the branches A A of the draw-head, as in Fig. 1.

To lock and hold the hinge-jaws in their closed position when the cars are coupled, a short rod or shaft, C, is arranged to slide in a yoke or frame, D, in line with the center of the channel or mouth of the draw-bar, and the inner end of this rod, where it projects into the mouth, is provided with a flattened tongue, *d*. This serves as a shoulder against which the inner ends of the arms *b* are locked to hold the hinge-jaws B closed against the draft-strain. When these jaws are no longer required to be held closed, the locking-tongue *d* is withdrawn by a lever or other connection suitably fastened to the shaft C, and the headed projection of the opposite car then pulls open, the jaws uncoupling, and the tongue presses forward against the arms *b*, holding the jaws open, as shown in Fig. 1.

To cause the arms *b* to quickly move outwardly when the tongue is retracted, springs *e* are arranged behind the arms *b*, which throw them forward and open the jaws, the movement of the latter in being opened being limited by lugs *f* on the outside of the jaws, which strike against the draw-head.

In arranging the draw-head the axis of its trunnions is preferably vertical, so that the two draw-heads swing together in a horizontal plane, and in moving through an arc of ninety degrees allow either to be presented. It is obvious, however, that the axis of the draw-heads may be disposed horizontally, so as to allow the draw-heads to work in a vertical plane about their trunnions.

The advantages of this car-coupling are that it can be coupled in several different ways, so that if one becomes deranged the other can be resorted to. Thus the headed projection of one car may be made to automatically enter and couple with the mouth of the opposite draw-bar, which gives a double-hook coupling that is very strong and reliable, or by displacing one of the hooks or jaws in each draw-head one hook or jaw on one car is made

to couple with one hook or jaw on the other car; or the headed projection may be provided with a pin-hole and pin to allow the coupling to be used with cars having the usual form of draw-bar.

Having thus described our invention, what we claim as new is—

1. A double-headed draw-head having two branches, A A, with hinged jaws B B arranged therein, and a headed projection, A', disposed at or about right angles to the branches A, the said draw-head being provided with trunnions, substantially as and for the purpose described.

2. The combination, with the draw-head having a throat or channel-way, of the two

hinged jaws B B, arranged upon opposite sides of the same, and provided with arms *b* *b*, and a spring-seated locking tongue or bar arranged in the line of draft to engage with the arms *b* and lock the jaws closed or hold them open, as described.

3. The combination of the draw-head A A, the hinged jaws B B, with arms *b b*, the spring-seated locking bar or tongue *d*, and the springs *e*, arranged behind the arms *b*, as and for the purpose described.

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Witnesses:

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