

(No Model.)

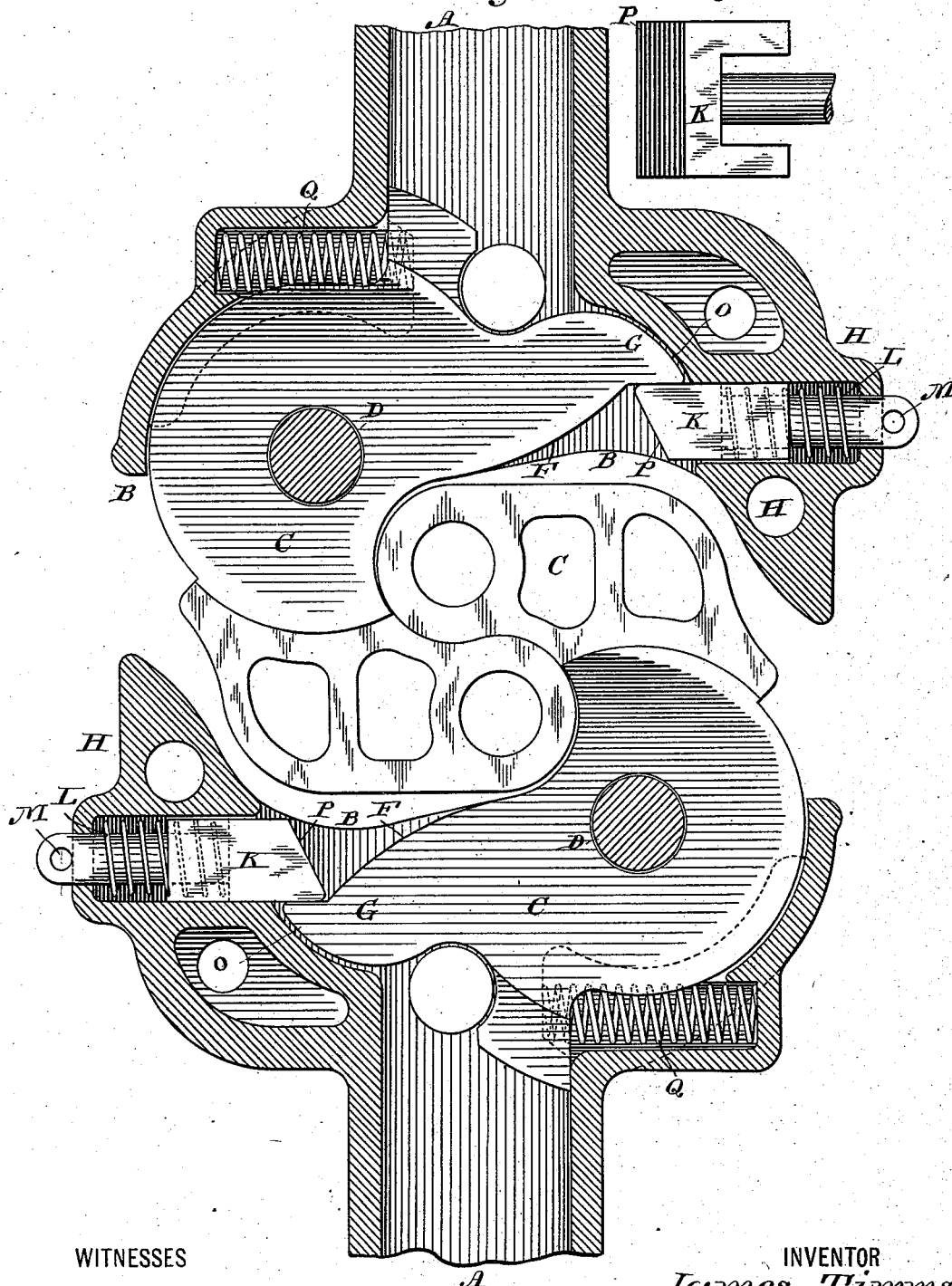
2 Sheets—Sheet 1.

J. TIMMS.
CAR COUPLING.

No. 381,184.

Patented Apr. 17, 1888.

Fig. 1. Fig. 2.



WITNESSES

Al. C. Newman,
G. M. Newman.

INVENTOR

James Timms,

By his Attorneys.

Baldwin Hopkins & Peyton,

(No Model.)

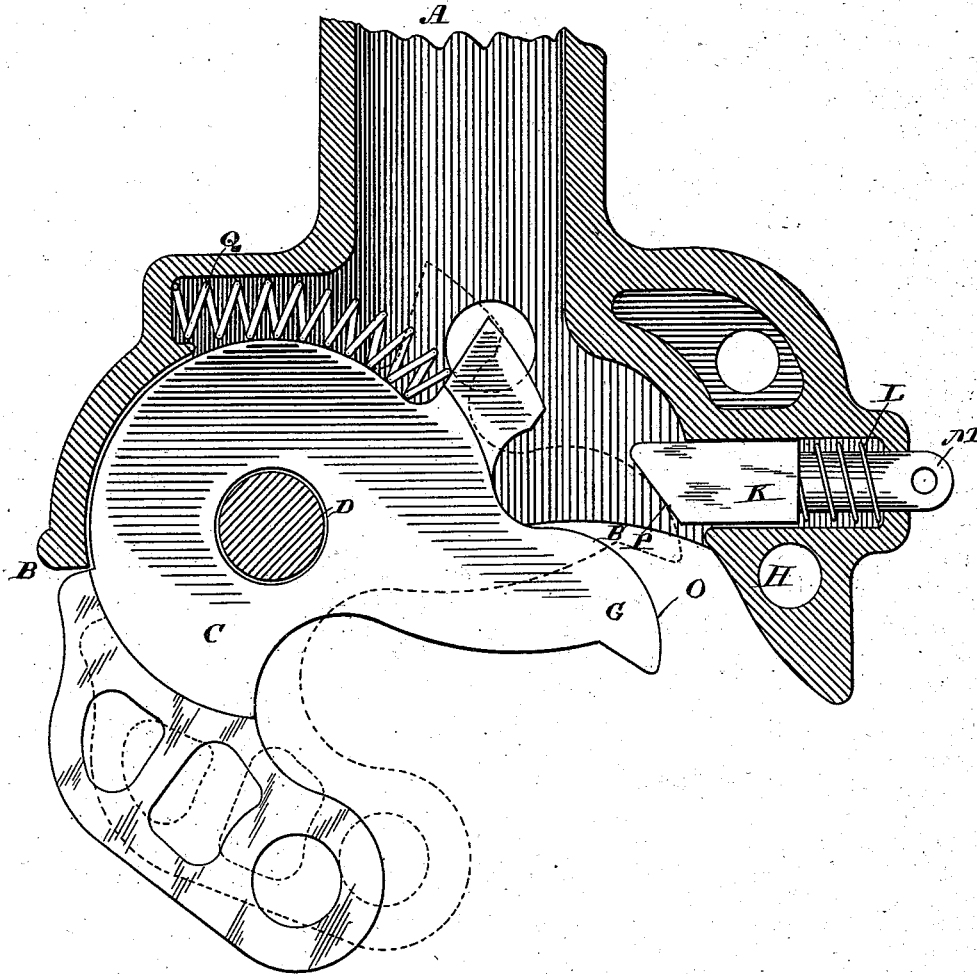
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Fig. 3.



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Al. C. Newman,
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INVENTOR.

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UNITED STATES PATENT OFFICE.

JAMES TIMMS, OF COLUMBUS, OHIO, ASSIGNOR OF ONE-HALF TO R. M. ROWND, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 381,184, dated April 17, 1888.

Application filed December 29, 1887. Serial No. 259,358. (No model.)

To all whom it may concern:

Be it known that I, JAMES TIMMS, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful

5 Improvements in Automatic Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to certain improvements in the class of car-couplers which have
10 twin jaws that interlock automatically, which improvements are hereinafter described in detail, and succinctly specified in my appended claims.

My improvements are well adapted to a car-coupler of the kind patented to me November
15 15, 1887, No. 373,422, in which pivoted spring-actuated interlocking knuckles, and horns on the draw-heads, with inclined faces to turn the knuckles, are used.

20 In the drawings, Figure 1 is a horizontal section of a car-coupler provided with my improvements. Fig. 2 shows a portion of the latch detached; and Fig. 3 is a horizontal section, showing the knuckle in the uncoupled position.

Referring to the letters upon the drawings, A indicates the draw-bar and B the draw-head.

30 C is a knuckle pivoted at D, and adapted to be turned for coupling by striking against a curved face, F, of an opposite draw-head.

In a car-coupler of this general class, in which the knuckle is automatically turned to effect coupling and uncoupling, I provide an arm, G, upon the knuckle, which projects
35 across the center of the draw-head to the opposite side; and is shaped so as to operate a catch or stop connected with the horn H on the opposite side of the draw-head from where the knuckle is pivoted. I show one form of
40 such a catch in the drawings, in which K is a sliding bolt. L is a spring to actuate it, and M is an eye to which a chain or rod may be

connected, or to form a handle for the hand. This spring-bolt is of ordinary construction, and is only to illustrate one form of a latch-bolt, and it may be placed through the horn H or otherwise connected with it, and might be changed in form or kind without materially affecting the substance of my invention. The curved surface O of the knuckle-arm striking
50 against the inclined face P of the bolt will throw the bolt back until the arm passes it, when the spring will throw the bolt in front of the arm, as shown in Fig. 1. By this means the coupling will be automatically locked with
55 certainty, and it will be very convenient to a person standing at the side of the car to draw back the latch-bolt and thus effect uncoupling, because the knuckle-spring Q will immediately throw the knuckle into the uncoupled
60 position. Of course the direction of action of the bolt and the force to operate the bolt and other formal matters might be changed without affecting the substance of my invention.

What I claim to be new is—

65 1. The combination, with the horn H of a draw-head, and a knuckle provided with an arm, G, of a catch connected with the horn to hold the knuckle in the coupled position, substantially as set forth.

70 2. The combination, with the horn H of a draw head, and a knuckle provided with an arm, G, of a catch connected with the horn to hold the knuckle in the coupled position, and a spring, Q, to throw the knuckle into the uncoupled position when the latch is unfastened,
75 substantially as set forth.

In testimony whereof I have hereunto subscribed my name.

JAMES TIMMS.

Witnesses:

M. S. HOPKINS,
C. P. ELWELL.