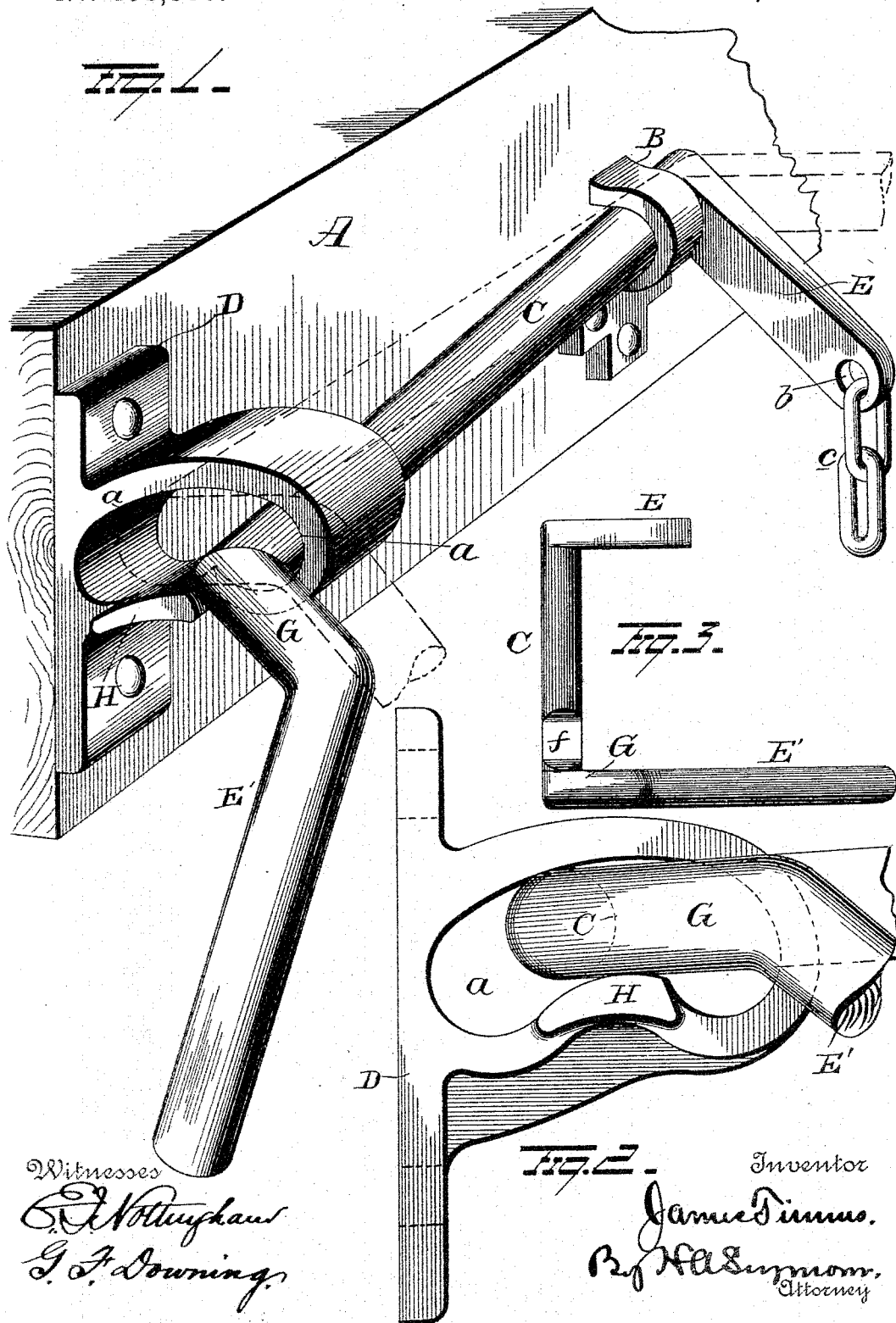


(No Model.)

J. TIMMS.
UNLOCKING LEVER FOR CAR COUPLINGS.

No. 491,388.

Patented Feb. 7, 1893.



Witnesses

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Fig. 2

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JAMES TIMMS, OF COLUMBUS, OHIO.

UNLOCKING-LEVER FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 491,388, dated February 7, 1893.

Application filed July 8, 1892. Serial No. 439,410. (No model.)

To all whom it may concern:

Be it known that I, JAMES TIMMS, a resident of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Devices for Manipulating the Lock of a Car-Coupler; and I do hereby 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.

My invention relates to an improvement in devices for use in connection with car couplers and more particularly to devices for unlocking the coupler,—the object of the invention being to produce simple and efficient devices for manipulating the lock of a car coupler and maintaining said lock in an unlocked position at will.

With this object in view the invention consists in certain novel features of construction and combinations and arrangements of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings: Figure 1 is a view in perspective showing my improvements attached to the end sill of a car, showing the positions of the parts when the coupler lock is in its locked position. Fig. 2 is an end view showing the positions of the parts of my improvement when the coupler lock is in its unlocked position. Fig. 3 is a view of a modification.

A represents the end sill of a car, to which a bracket B is secured and adapted to support one end of a revoluble bar C,—the other end of said revoluble bar being mounted in an elongated curved slot *a* in a bracket D,—which latter is also secured to the end sill A. At the end of the rock bar C adjacent to the bracket B an arm E projects laterally therefrom and is provided at its free end with a perforation *b* for the reception of one end of a chain or cord *c*, the other end of which is adapted to be attached to the lock of the coupler (not shown). Projecting from the end of the revoluble shaft C adjacent to the bracket D is an arm or lever E', said arm or lever E' being bent to produce a short lever G, which, when the parts of the device are in position to maintain the lock of the coupler raised or unlocked, will rest on a lug or arm H projecting laterally from the bracket D.

Assuming the parts to be in the positions shown in Fig. 1 and that it is desired to raise the lock of the coupler and thus unlock the latter,—the arm or lever E' will be grasped and raised, whereupon the arm E will be elevated, raising the chain or cord *c* and the coupler lock attached to it. At the same operation the rock shaft or bar C will be forced backwardly through the curved elongated slot *a* in the bracket (said rock bar or shaft C being mounted loosely in the bracket B, to permit such movement), until said revoluble bar passes the lug or arm H on the bracket D. When the parts are in this position, the end of the rock bar C will bear against the upper portion of the curved elongated slot, while the short lever will bear on the arm or lug H, thus preventing the rock bar from rotation and thereby maintaining the lock of the coupler raised or unlocked.

It is not necessary to force the rock bar C to the inner extremity of the curved elongated slot in the bracket D, in order to lock the parts in position, but said bar may be disposed just over the center of the slot and the short lever C made to bear on one edge of the lug or arm H as shown by dotted lines in Fig. 1.

From this construction and arrangement of parts it will be seen that the device may be set to hold the coupler lock in an unlocked position, regardless of the position in which the coupler may be placed in the car.

The dotted lines in Fig. 1 indicate the positions in which the device may be disposed to maintain the coupler lock in an unlocked position.

The rock bar may, as shown in Fig. 3, be made flat, as at *f* and accomplish the same results.

The device is very simple in construction and effectual in the performance of its functions.

Having fully described my invention what I claim as new and desire to secure by Letters Patent is:

1. The combination with a pair of supporting brackets, of a rock bar held by said brackets, one of the brackets provided with an elongated horizontally disposed slot, a lug formed on said bracket below the slot, and an arm formed on the rock bar adjacent to the outer

face of the bracket in position to rest directly upon the lug, substantially as set forth.

2. The combination with a pair of brackets, of a rock bar having two arms thereon adjacent to the outer faces of the brackets where-
5 by endwise movement of the bar is prevented, one bracket provided with an elongated horizontally disposed slot and a lug on the outer face of said bracket adapted to form a stop
10 for the adjacent arm of the rock bar, substantially as set forth.

3. The combination with a rock bar having an arm on its outer end, of a pair of brackets for supporting this rock bar, one of said brack-

ets provided with an elongated approximately 15 horizontal slot, and a lug projecting outward in the direction of the arm on the rock bar, said lug located above the inner end of the slot in the bracket and at a point some distance inward from the outer end of the brack- 20 et, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES TIMMS.

Witnesses:

W. B. PAGE,

J. S. STARBRICK.