

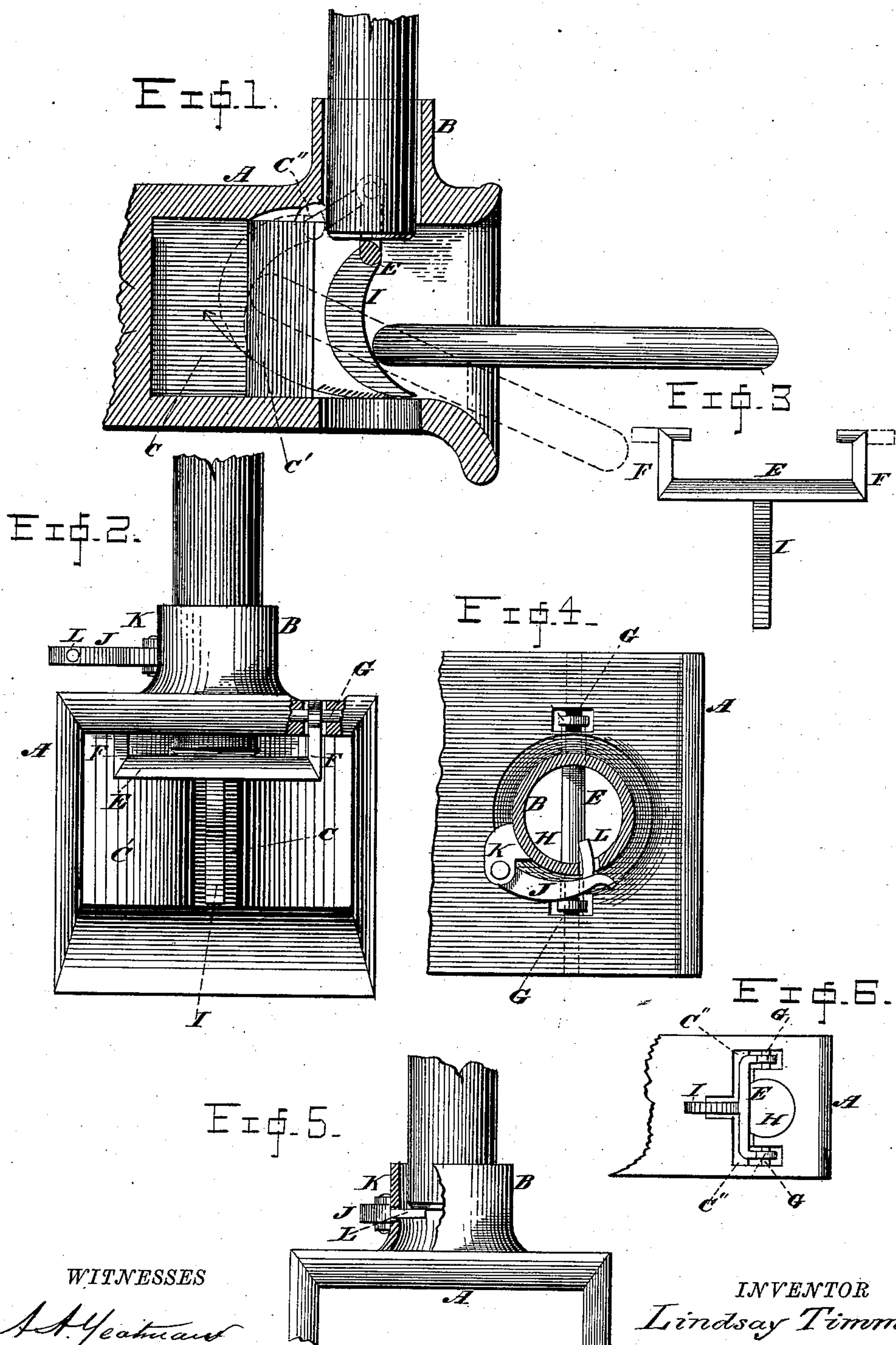
(No Model.)

L. TIMMINS.

CAR COUPLING.

No. 365,415.

Patented June 28, 1887.



WITNESSES

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UNITED STATES PATENT OFFICE.

LINDSAY TIMMINS, OF NEW CARLISLE, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 365,415, dated June 28, 1887.

Application filed March 23, 1887. Serial No. 232,143. (No model.)

To all whom it may concern:

Be it known that I, LINDSAY TIMMINS, a citizen of the United States, residing at New Carlisle, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in car-couplings; and the invention consists of a draw-head having a pin-support to allow it to drop down and enter an incoming link, and another pin-support which will not allow the pin to drop down when its head is met by another draw-head, the peculiarities of which will hereinafter more fully appear.

In the accompanying drawings, forming a part of this specification, and in which like reference-letters indicate corresponding features, Figure 1 represents a vertical section of a draw-head, showing one of my pin-supports in partial section and partial elevation; Fig. 2, a front or face view of the draw-head, showing both of my pin-supports applied thereto; Fig. 3, a like view of the vertical or swinging support; Fig. 4, a partial plan and sectional view showing the horizontal support projected into the pin-aperture; and Fig. 5, a partial sectional and front view, also showing the horizontal support projected into the pin-aperture and the pin supported thereby.

The letter A refers to the draw-head, constructed of metal and provided at the upper side with a sleeve or collar, B, which serves to prevent the pin from tipping over when supported by the horizontal support, as seen in Fig. 5, the position or altitude of the said support determining the length of the sleeve. The head is also provided with a narrow slot, C, which receives the vertical or swinging support, and which is sufficiently deep to allow the support to swing back far enough to clear the coupling-pin, and far enough to prevent the link from injuring it, the link itself being met by the wall C'. The upper portion of the head is also cored out, as seen in Fig. 6, to leave recesses C'', in which the support is pivoted, and into which it recedes when in the position shown in dotted lines in Fig. 1. This support consists of a bar, E, having its ends turned upward at F and provided with holes

through which extends a pivot-pin, G, a hole also being cored out in the draw-head from each side to the pin-aperture H. There are two pivot-pins, one at either side. This support further consists of a curved arm, I, which extends down into and vertically across the link-passage in the head and is engaged by the incoming link in the act of coupling and thrown back into the recess C, thus removing the bar E from under the coupling-pin and allowing it to descend. In some cases, if desired, the bar E may have its ends turned, as seen in Fig. 3, and fitted into the holes in the draw-head, thus dispensing with the pivot-pins.

The horizontal support consists of a hook, J, pivoted to the draw-head, as to a lug, K, extending from the sleeve B, and having a projecting end, L, which enters a hole in the sleeve and extends partly across the path of the coupling-pin, whereby it serves to support that pin as seen in Fig. 5. Thus it will be seen that my coupling provides for supporting the pin and allowing it to automatically drop into the link, and also provides for sustaining the pin against dropping down when it is desired to prevent the coupling of cars, although they are brought against each other. It should be observed that the arm I will likewise recede into the slot, even though the incoming link be carried by a lower car and be projected into the head in an inclined position, as seen in dotted lines in Fig. 1, the advantage of allowing the arm to extend back out of reach of the link being that it prevents the link from mashing and injuring it. It should be noted that the recesses C'' in the upper portion of the head allow of this free rearward travel of the support.

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

1. In a car-coupling, the combination, with the draw-head, of a pivoted depending pin-support, a pin fitted vertically in the head and supported by said support, and an arm extending down and adapted to be engaged by an incoming link, of a horizontal pivoted support and a hole through which it can be projected to sustain the coupling-pin.

2. In a car-coupling, the combination, with

a draw-head having a sleeve on its upper face, of a hook pivoted to said sleeve and having an end adapted to be projected through the sleeve and partly across the coupling-pin path.

- 5 3. In a car-coupling, the combination, with a draw-head having a sleeve on its upper face and a hook pivoted to said sleeve and having an end adapted to be projected through the sleeve and partly across the coupling-pin path,
10 of a bar pivoted to the head and extending

across the pin-path and under the upper half of the head, and an arm extending downward from the bar and across the path of an incoming link.

In testimony whereof I affix my signature in 15 presence of two witnesses.

L. TIMMINS.

Witnesses:

CHASE STEWART,

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