(No Model.)

J. TIMMS.

CAR COUPLING.

No. 559,005. Patented Apr. 28, 1896.

Fig. 1.

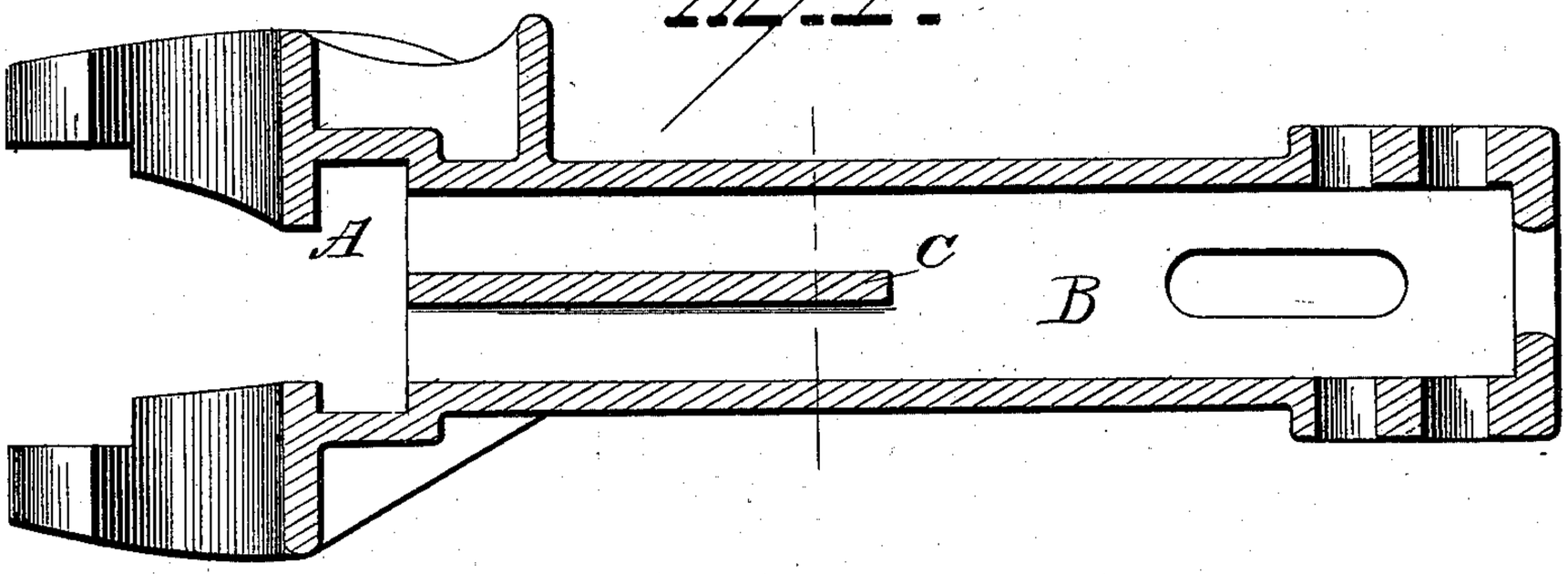


Fig. 2.

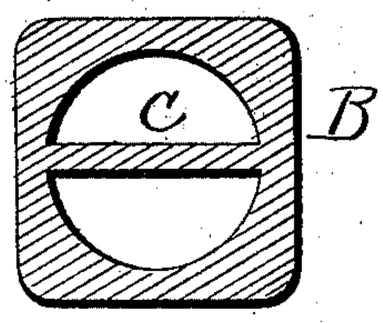
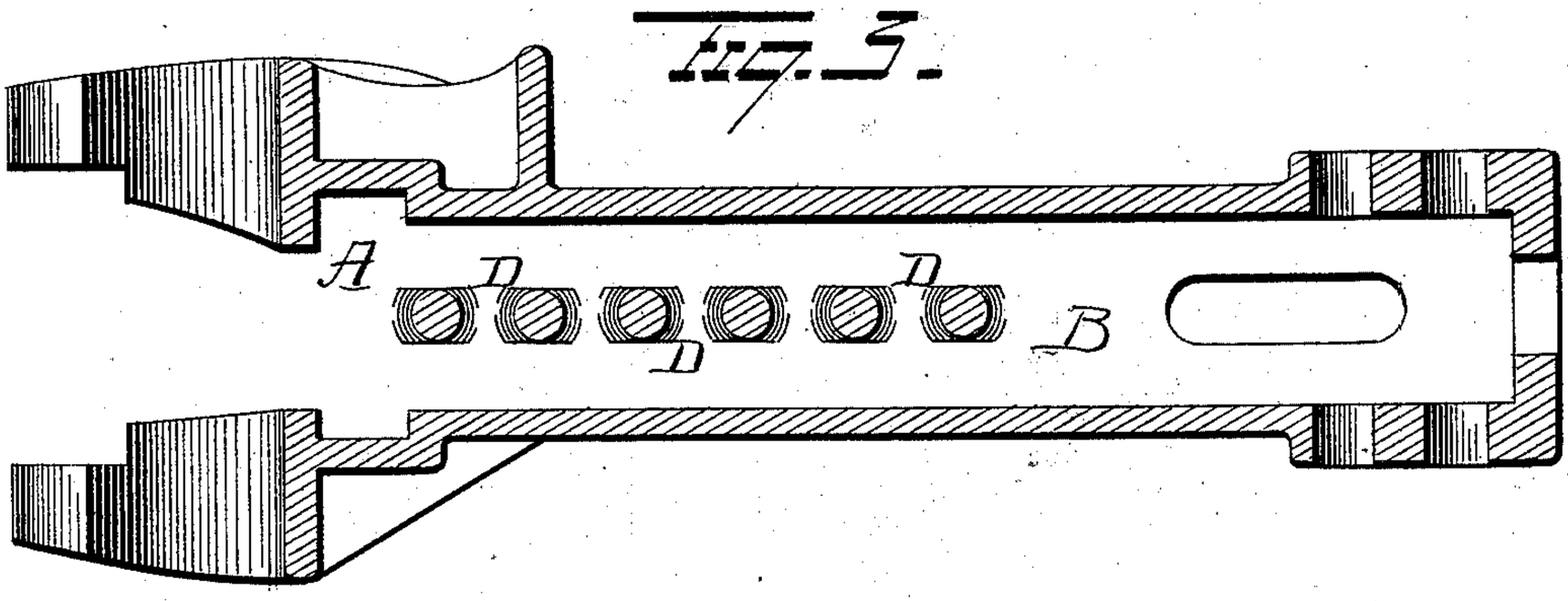


Fig. 3.



Witnesses
E. J. Nottingham
G. F. Downing.

Inventor
James Timms
By H. A. Seymour
Attorney

UNITED STATES PATENT OFFICE.

JAMES TIMMS, OF COLUMBUS, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 559,005, dated April 28, 1896.

Application filed December 6, 1895. Serial No. 571,294. (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 Car-Couplings; 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 car-couplings.

With car-couplings of the Janney type the draw-bar or shank is liable to bend or to break just in rear of the draw-head when the coupling is subjected to a heavy blow against the guard-arm or heel of the knuckle.

It is the object of my invention to provide means whereby to strengthen the coupling at the junction of the head with the shank or draw-bar.

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 of a coupling, showing the application of my improvements thereto. Fig. 2 is a sectional view. Fig. 3 is a view of a modification.

A represents the draw-head, and B the shank or draw-bar, both of which are made hollow and cast integral one with the other, as usual. Within the coupling a horizontally-disposed bar or web C is located and extends from a point just back of the lock and knuckle-arm from six to twelve inches into the draw-bar, or it may extend entirely through the draw-bar or shank. The bar or web C extends from side to side of the draw-bar or shank and completely ties the same together. By the provision of this bar or web the shank or draw-bar will be prevented from bending or breaking back of the head should the coupling be subjected to a heavy blow against the guard-arm or heel of the knuckle.

Instead of making the bar or web C of a single piece a series of transverse bars D may be substituted, as shown in Fig. 3. In either case the coupling will be braced at the junction of draw-head with the draw-bar, and the rigidity of the coupling greatly enhanced.

My improvements are very simple, but are effectual in the performance of their functions.

Having 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 and draw-bar, of an internal web which extends across from one wall of the draw-bar to the opposite one at the juncture of the head and bar to give added strength just in rear of the draw-head where the greatest strain comes and where the draw-bar is most liable to bend or break, substantially as set forth.

2. In a car-coupling, the combination with the draw-head, and draw-bar, of an internal web made in one continuous piece of metal extending centrally and longitudinally and diametrically from opposite walls of the draw-bar, at a point just in rear of the juncture of the bar and head where the greatest strain is brought to bear and the device is most liable to break or bend, substantially as set forth.

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

JAMES TIMMS.

Witnesses:
C. S. DRURY,
GEO. F. DOWNING.