

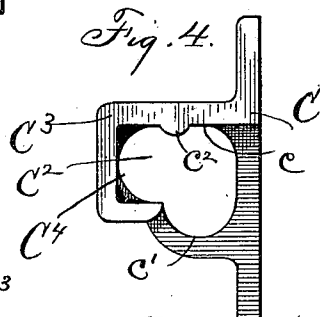
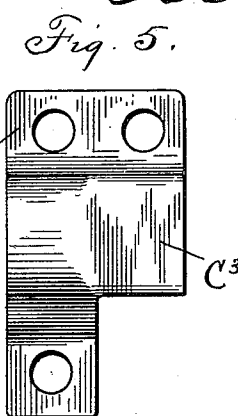
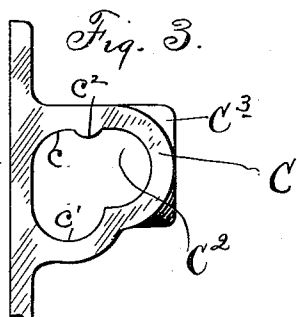
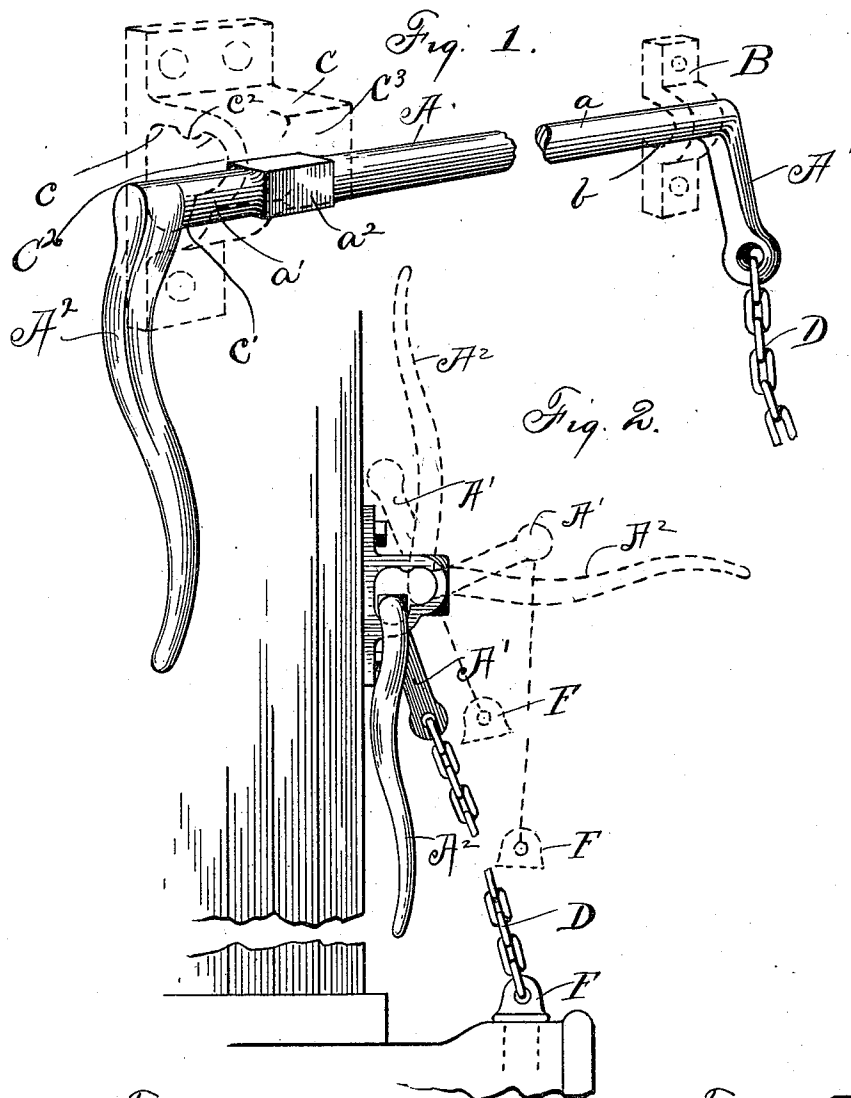
(No Model.)

J. TIMMS.

OPERATING DEVICE FOR CAR COUPLINGS.

No. 463,358.

Patented Nov. 17, 1891.



Witnesses.

E. Byron Gilchrist
[Signature]

Inventor.

James Timms
[Signature]
 By *[Signature]* Attorney

UNITED STATES PATENT OFFICE.

JAMES TIMMS, OF COLUMBUS, OHIO, ASSIGNOR TO THE BUCKEYE CAR COUPLER COMPANY, OF SAME PLACE.

OPERATING DEVICE FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 463,358, dated November 17, 1891.

Application filed July 25, 1891. Serial No. 400,709. (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 Attachments for Manipulating Car-Couplers; 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 pertains to make and use the same.

My invention relates to an improved attachment for manipulating car-couplers; and it consists in certain features of construction and in combination of parts hereinafter described, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a view in perspective showing an attachment embodying my invention. Fig. 2 is an end elevation showing in dotted lines different positions. Figs. 3 and 4 are end elevations showing reverse ends of box C, and Fig. 5 is a front elevation of the same.

A represents a rock-shaft supported by boxes B and C, these boxes being attached to the end of the car and elevated more or less above the car-coupler, according to circumstances. Shaft A has a rock-arm A', connected by chain, rod, or link D, as the case may be, with, for instance, the coupling-pin F, or with any movable device with which the car-coupler may be provided for locking and unlocking the coupler—such, for instance, as the locking member of a hook-coupler. Shaft A is also provided with a
35 hand-lever A² for operating the device. Shaft A has rounded sections a a' and an intermediate square section a^2 . Box B has an internal rounded seat b for engaging section a of the rock-shaft. Box C has a vertically-elongated opening rounded top and bottom, as at c c' , and this elongated opening connects with an approximately semicircular recess C², located, as shown in Fig. 3, with an intermediate rounded rib c^2 , integral with the top
40 wall of the box, these rounded sections being adapted, respectively, to engage the rounded section a' of the rock-shaft. Box C has an

overhanging section C³, forming internally a rectangular socket C⁴, adapted to engage the square section a^2 of the rock-shaft. When
50 the shaft is in its normal position with the hand-lever thereof depending, as shown in solid lines, Fig. 1, the rounded section a' rests in seat c' .

For elevating the coupling-pin of an ordinary link car-coupler or for drawing out the lock or whatever may be connected with arm A', the hand-lever is turned up to approximately a horizontal position, and if this movement is sufficient to uncouple the car-coupler
60 the shaft is then drawn forward by means of the hand-lever, so that the square section of the shaft enters the square socket, thereby locking the shaft in such position. If, however, such quarter-turn of the shaft is
65 not sufficient for the purpose, the shaft is given another quarter-turn in the same direction, so that the hand-lever stands upright, whereupon the end of the shaft bearing the square section of the shaft to enter the square
70 socket. The shaft therefore may be locked in two different positions, and in whichever position it is locked a slight rearward pressure or blow upon the shaft, given by the
75 hand or with a stick or anything at hand will force the shaft rearward, so that the square section thereof will be disengaged from the square socket, whereupon the shaft and connected mechanism are turned by gravity to
80 their normal position, with the hand-lever again depending.

I may add that if in coupling cars the cars come together with considerable force, as they are likely to do, the concussion is likely to
85 move the rock-shaft rearward, so as to disengage the square section of the shaft from the square socket, in which case the cars would couple automatically without any attention from the operator.

What I claim is—

In adjunct mechanism for car-couplers, a rock-shaft bearing a rock-arm and hand-lever at the opposite extremes thereof, boxes

for supporting such rock-shaft, the box next
the hand-lever having a vertically-elongated
opening, and a recess connected with the up-
per section of such opening, such box hav-
5 ing an overhanging section provided inter-
nally with a square socket adapted to receive
the square section of the rock-shaft, substan-
tially as set forth.

In testimony whereof I sign this specifica-
tion, in the presence of two witnesses, this 2d 10
day of July, 1891.

JAMES TIMMS.

Witnesses:

C. H. DORER,
WARD HOOVER.