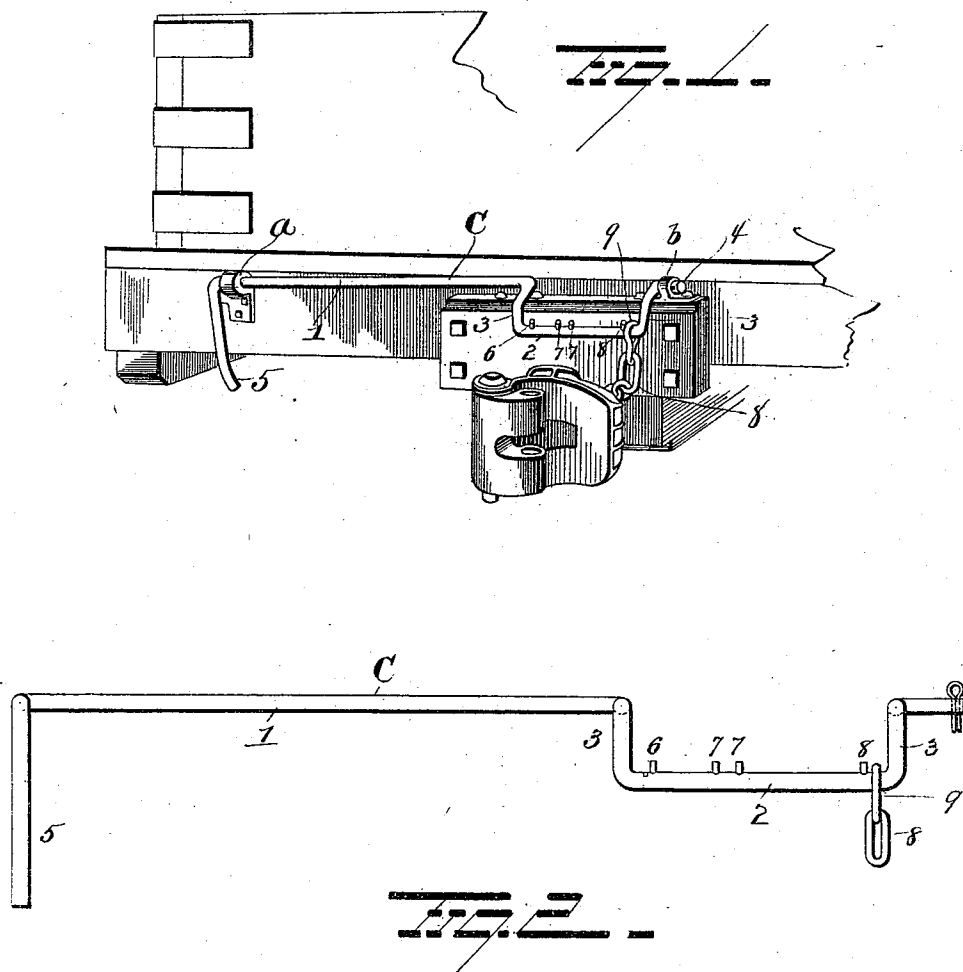


(No Model.)

J. TIMMS.
CAR COUPLING.

No. 554,746.

Patented Feb. 18, 1896.



Witnesses
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UNITED STATES PATENT OFFICE

JAMES TIMMS, OF COLUMBUS, OHIO, ASSIGNOR TO THE BUCKEYE MALLE-
ABLE IRON AND COUPLER COMPANY, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 554,746, dated February 18, 1896.

Application filed October 14, 1895. Serial No. 565,660. (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 Uncoupling Devices for 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 ap-
10 pertains to make and use the same.

My invention relates to an improvement in uncoupling devices for car-couplings, and more particularly to such as are adapted for use in withdrawing the latch of a coupler of
15 the Janney type, the object of the invention being to provide a simple and efficient uncoupling device for use particularly on freight-trains, one which shall be adaptable to different couplings of the Janney type, and to so construct said devices that displacement will be prevented.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of
25 parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of a portion of a car, showing the application of my improvements. Fig. 2 is a
30 detail view showing my improvements.

A represents a portion of a car and B a coupling of the Janney type, the particular coupling shown in the drawings being that for which Letters Patent have heretofore been
35 granted to me and in which the latch is located in the guard-arm.

Above the coupling my improved uncoupling-lever C is mounted in suitable brackets a b secured to the car. The uncoupling-lever
40 comprises a shaft 1 bent at one end to form an elongated crank-arm 2, the connecting-arms 3 of the crank-arm being bent downwardly and one of said arms 3 terminating at its upper end in a laterally-projecting portion
45 4, which in effect constitutes a continuation of the shaft 1 and has a bearing in the bracket b. The opposite end of the shaft 1 is made with a downwardly and rearwardly projecting arm 5, which constitutes an operating-lever for the device.

The horizontal portion of the crank-arm is

provided with lugs or projections 6, 7 7, and 8, the lugs 6 and 8 being disposed in proximity to the arms 3 3, and the lugs 7 7 being
55 disposed between said arms.

In the form of coupling shown in the drawings, where the latch is located in the guard-arm, said latch will be connected with the crank-arm 2 at one end thereof by means of a chain, the upper link 9 of said chain being
60 disposed between the lug 6 and the adjacent arm 3. In order to prevent the displacement of the link 9 on the crank-arm, said link is contracted in size below its upper end—that is to say, the upper portion of
65 said link is of sufficient size to accommodate the crank-arm and the lower portion is not of sufficient width to receive said arm.

Some couplings of the Janney type have the latch in the center, and in such cases the
70 upper link of the chain will be disposed between the lugs 7 7. Still other forms of couplings have the latch in the knuckle side of the coupling, and with such couplings the upper link of the chain will be disposed be-
75 tween the lug 8 and the adjacent arm 3. Thus it will be seen that my improved uncoupling device is adaptable for use with the various styles of couplings.

When it is desired to adjust the connection
80 of the chain with the crank-arm for a particular style of coupling, it is simply necessary to turn the link 9 at right angles to its normal position and slide it along the crank-arm to the proper place and then let it drop to its
85 normal position.

The link 9 might be retained in position on the crank-arm in other ways than by the use of the lugs shown in the drawings—for instance, by means of depressions in the crank-arm. 90

My improvements are very simple in construction, can be readily attached to a car, can be easily operated from one side of the car without injury to the operator and are effectual, in all respects, in the performance of
95 their functions.

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

1. An uncoupling device for car-couplings
100 comprising a shaft having a crank-arm thereon, of a length approximately corresponding

to the width of the coupling of a car, said elongated crank furnished with means for attaching the latch of a coupling thereto at various points throughout its length, substantially as set forth.

2. In an uncoupling device for car-couplings, the combination with a crank having an elongated crank-arm, of projections on said crank-arm and a chain connected with the crank-arm and retained in place by one or more of said projections, substantially as set forth.

3. In an uncoupling device for car-couplings, the combination with a shaft having a crank-arm, of a chain connected with said crank-arm and adapted to be connected with the latch of the coupling, lugs near the ends of said crank-arm and lugs between the ends of said crank-arm, whereby the chain may be retained in different positions on said crank-arm, substantially as set forth.

4. In an uncoupling device for car-couplings, the combination with a shaft having a

forwardly and downwardly projecting crank-arm, a downwardly and rearwardly projecting lever at one end of said shaft, a chain to connect said crank-arm with the latch of a coupling and means for retaining said chain in place on the crank-arm, substantially as set forth.

5. In an uncoupling device for car-couplings, the combination with a shaft having a crank-arm and an operating-lever, of a chain for connecting the crank-arm with the latch of the coupling, the upper link of said chain being contracted to one side of its connection with the crank-arm, and lugs or projections on the crank-arm for retaining said link in place thereon, substantially as set forth.

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

JAMES TIMMS.

Witnesses:

JOHN C. STONE,

JOHN A. GORMLEY.