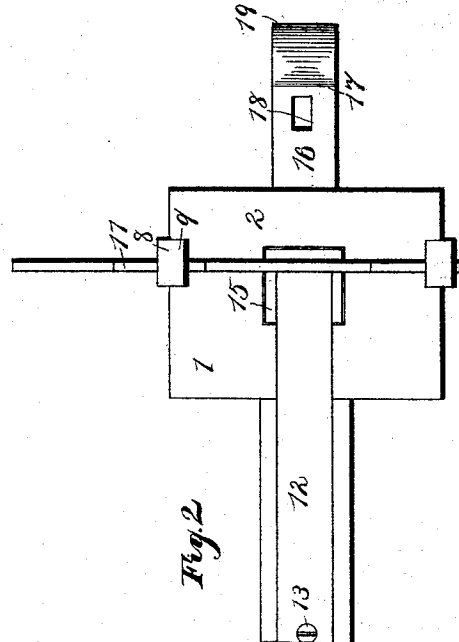
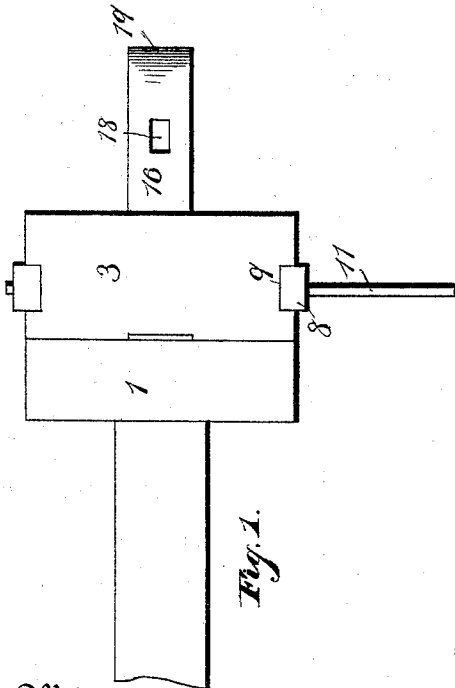
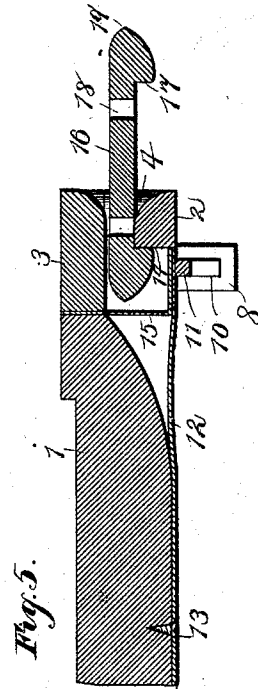
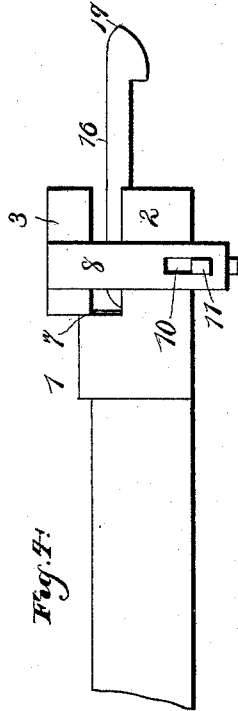
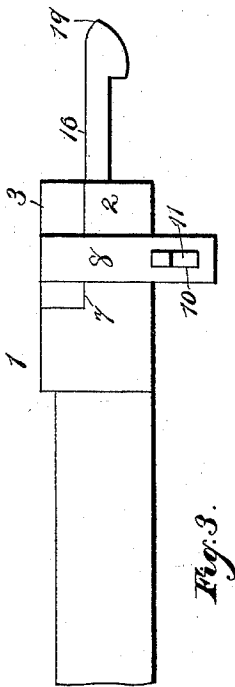


(No Model.)

W. T. KIMSEY.
CAR COUPLING.

No. 497,184.

Patented May 9, 1893.



Witnesses
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R. Thayer

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UNITED STATES PATENT OFFICE.

WILLIAM T. KIMSEY, OF MICHIGAN CITY, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 497,184, dated May 9, 1893.

Application filed February 20, 1893. Serial No. 463,127. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM T. KIMSEY, of Michigan City, county of La Porte, and State of Indiana, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce an improvement in link and pin couplers, whereby when the pin is inserted the link is firmly and securely fastened in the draw-head.

In the accompanying drawings, Figure 1 is a top plan view of a draw-head and link attached. Fig. 2 is a view of the bottom thereof. Fig. 3 is a side elevation, showing the jaws closed, and the pin in place. Fig. 4 is a similar view, showing the jaws open. Fig. 5 is a central vertical section of the draw-head and link.

Referring to the figures on the drawings, 1 indicates a draw-head, preferably of cast metal, and having a fixed jaw 2.

3 indicates a movable jaw.

4 indicates a link opening in the fixed jaw.

The movable jaw is preferably carried in a recess 7 on one side of the fixed jaw, opposite the link opening, and is provided with arms 8 on opposite sides which move in grooves 9 in the fixed jaw, and which guide the movable jaw in its movement to and from the fixed jaw.

10 indicates slots in the ends of the arm, through which a pin 11, having wedge-shaped projections thereon, is passed to lock the movable jaw firmly against the fixed jaw.

12 indicates a spring, preferably a flat spring, as shown secured at one end, as at 13, to the draw-head, and fastened over a hook-aperture 14 in the fixed jaw. It is secured to a shoe or link-lifter 15, which preferably consists of an angular piece of metal, open at one end in line with the spring 12, and secured at the other end to the side of the movable jaw.

16 indicates a link having a hook 17 adapted to enter the link-hole between the jaws, and to hook into the aperture 14. In that position, when the jaws are closed, it is firmly

held, and cannot be withdrawn unless in case of breakage, except when the jaws are separated. When the pin 11 is removed, and the jaws separated, the separation of the jaws carries the shoe and one end of the spring into the aperture, and lifts the hook out of it, so that it may be freely disengaged from the jaws.

For removal of the parts, the movable jaw may be actuated by turning the link against it and lifting it from the fixed jaw.

The link is preferably provided with apertures 18, through which an ordinary pin may be inserted when it is necessary to couple a car to the ordinary coupler. In order that the pin may ride easily out of the draw-head when the movable arm is elevated by it, it has a round beveled end 19 opposite its hook.

I do not confine myself to the details of construction herein shown and described, but reserve the right to modify and vary them within the scope of my invention.

What I claim is—

1. In car coupling, the combination with the draw-head, a fixed jaw therein provided with guide grooves, of a movable jaw provided with guide arms having slots in their ends, said arms being adapted to slide in the grooves, and a pin provided with wedge shaped projections adapted to be passed through the slots behind the fixed jaw and lock the movable jaw thereto, substantially as specified.

2. The combination with a draw-head and fixed jaw, of an aperture therein, and a link-opening in the end thereof, a movable jaw upon the fixed jaw, a shoe carried on the movable jaw, and a spring secured to the draw-head at one end, and a shoe at the other end, substantially as set forth.

In testimony of all which I have hereunto subscribed my name.

WILLIAM T. KIMSEY.

Witnesses:

E. T. LAMBERT,
DANFORD DAVIDSON.