

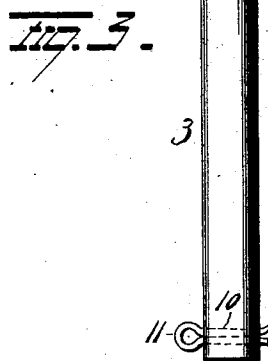
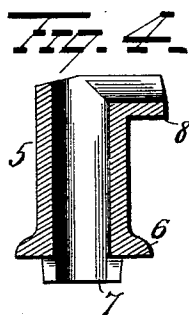
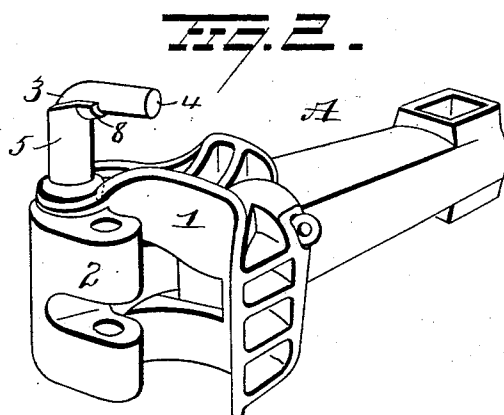
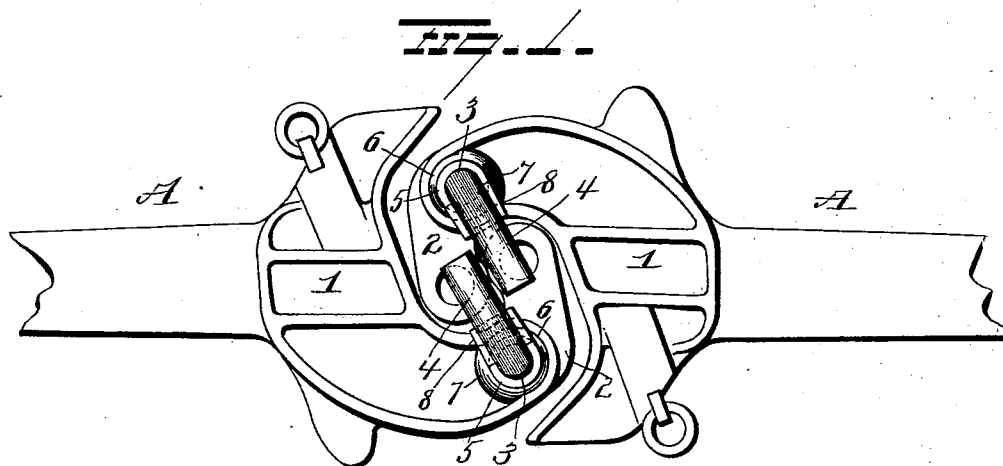
(No Model.)

J. TIMMS.

SAFETY ATTACHMENT FOR CAR COUPLINGS.

No. 570,650.

Patented Nov. 3, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES TIMMS, OF COLUMBUS, OHIO.

SAFETY ATTACHMENT FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 570,650, dated November 3, 1896.

Application filed August 28, 1896. Serial No. 604,192. (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 Safety Attachments 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 appertains to
10 make and use the same.

My invention relates to an improvement in safety attachments for car-couplers, and especially to that type known as "vertical-plane" couplers, the object being to provide
15 means for maintaining the pivot-pins of car-couplers in a locked position so that the bent ends thereof will project over the knuckle of the adjacent coupler, whereby a broken coupler or one in which the draw-bar has become
20 detached from a car will be sustained and prevented from falling to the ground by the pivot-pin of the adjacent coupler.

With this end in view my invention consists in certain novel features of construction
25 and combinations of parts, as will be hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in elevation of two couplers united
30 and embodying my invention. Fig. 2 is a view in perspective of my invention. Fig. 3 is a detached view of the pivot-pin, and Fig. 4 is a detached view of the locking-sleeve.

A represents the draw-bar, the head 1 of
35 which is provided with the usual knuckle 2, which latter is pivotally secured to said draw-head by the pivot-pin 3. This pivot-pin is provided at its upper end with an outwardly-extending arm 4, which is preferably
40 bent at right angles to the main portion or body of said pin and is adapted to project over the knuckle of the adjacent coupler, as shown in Fig. 1 of the drawings. This pivot-pin is supported in the position above described by the sleeve 5, which latter is provided
45 on its lower end with a flange 6 and a downwardly-projecting lip 7, the former being adapted to rest on the draw-head 1, while the latter is adapted to rest within a recess
50 formed in the upper surface of said draw-head and prevents lateral or a turning movement of the sleeve. The upper end of said

sleeve is provided with an outwardly-projecting concave lip 8, which constitutes a seat for the outwardly-projecting arm 4 of the
55 pivot-pin 3. The lower end of pivot-pin 3 is provided with a hole 10 for the reception of the locking-pin 11, by means of which said pivot-pin is prevented from accidental displacement or movement in an upward direction.

From the foregoing it will be seen that pivot-pin 3 is locked against movement in any direction and that the arm 4 thereof will at all times be maintained in a position directly
65 over the knuckle of the adjacent coupler, so that in the event of breakage at any point of said adjacent coupler said arm in falling with the disconnected coupler will drop on the knuckle of its companion coupler and be prevented from falling to the track. This additional
70 function of the pivot-pin does not in any manner interfere with the free movement of the knuckle, as the latter is adapted to swing back and forth on said pivot-pin in the
75 usual manner.

It is evident that changes in the construction and relative arrangement of the several parts might be made without avoiding my invention, and hence I would have it understood
80 that I do not restrict myself to the particular construction and arrangement of parts shown and described; but,

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

1. In a car-coupling, the combination with a draw-head, of a pivot-pin for pivotally securing the knuckle to the draw-head, the pin having a horizontal portion which rests over
90 the knuckle of the companion coupler, and means independent of the pin bearing beneath the said horizontal portion for holding said pin in an elevated position and preventing it from turning, substantially as set forth. 95

2. In a car-coupler, the combination with a draw-head, of a pivot-pin for pivotally securing the knuckle to the draw-head, the upper end of said pin being bent horizontally so as to rest over the knuckle of the companion
100 coupler and a sleeve for holding the horizontal portion of the pin elevated and for locking it against rotary motion, substantially as set forth.

3. In a car-coupler, the combination with a draw-head, of a pivot-pin provided with an outwardly-extending arm and means for locking said pin against withdrawal, and a sleeve
5 provided on its lower end with a flange and downwardly-projecting lip and on its upper end with an outwardly-projecting flange having a concaved upper face adapted to receive the horizontal portion of the pin, whereby the

latter is held against rotary movement, substantially as set forth.

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

JAMES TIMMS.

Witnesses:

S. G. NOTTINGHAM,
S. W. FOSTER.