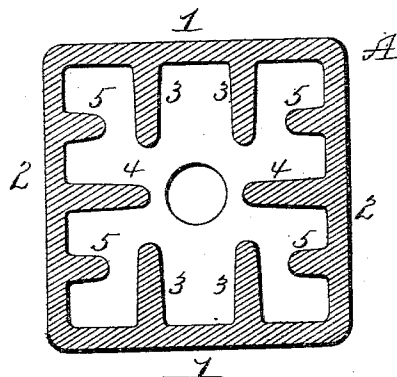


(No Model.)

J. TIMMS.
CAR COUPLING.

No. 566,550.

Patented Aug. 25, 1896.



Witnesses

E. J. Nottingham
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Inventor

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UNITED STATES PATENT OFFICE.

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

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 566,550, dated August 25, 1896.

Application filed June 6, 1896. Serial No. 594,806. (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, and more particularly to the construction of the draw-bar, the object of the invention being to so construct a hollow draw-bar that it will be capable of withstanding any strain or jar to which it may be subjected.

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.

The accompanying drawing illustrates a cross-section of a draw-bar embodying my improvements:

A represents a hollow draw-bar comprising integral walls 1 1 2 2. From the inner face of each wall 1 two wide ribs 3 3 project inwardly, each of said ribs 3 being of a width approximately one-third the diameter of the draw-bar and extending from one end of the draw-bar to the other. The ribs 3 projecting from one wall 1 are exactly in line with the corresponding ribs 3 on the diametrically opposite wall 1. At the center of each wall 2 a rib 4 is disposed. The ribs 4 are in line with each other and are each of a width equal to the width of the ribs 3 and also of a similar length, the free edges of said ribs 4 terminating between and in line with the pairs of ribs 3. At the respective sides of each wide rib 4 narrow ribs 5 project inwardly from the

walls 2 of the draw-bar, the free edges of said narrow ribs terminating between the ends of and some distance from the wide ribs 3. An opening will be left between the inner edges of the wide ribs 3 4 to accommodate a tail-bolt.

Experience has shown that a draw-bar constructed in the manner above explained possesses great strength and stiffness and is a decided improvement over a hollow draw-bar provided internally with a few narrow ribs, as has been heretofore proposed.

My improvements are simple but of great practical importance in the construction and operation of car-couplings.

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

1. A hollow draw-bar having two wide ribs projecting inwardly from two diametrically opposite walls, a wide rib projecting from each of the other two diametrically opposite walls, and narrow ribs at each side of each single wide rib, substantially as set forth.

2. A hollow draw-bar having two wide ribs projecting inwardly from two diametrically opposite walls, a wide rib projecting from each of the other two diametrically opposite walls and terminating between and in line with the first-mentioned wide ribs, and narrow ribs at each side of each single wide rib and terminating between the ends of and some distance from the first-mentioned wide ribs, substantially as set forth.

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

JAMES TIMMS.

Witnesses:

A. R. WILLIAMS,
A. J. SMART.