

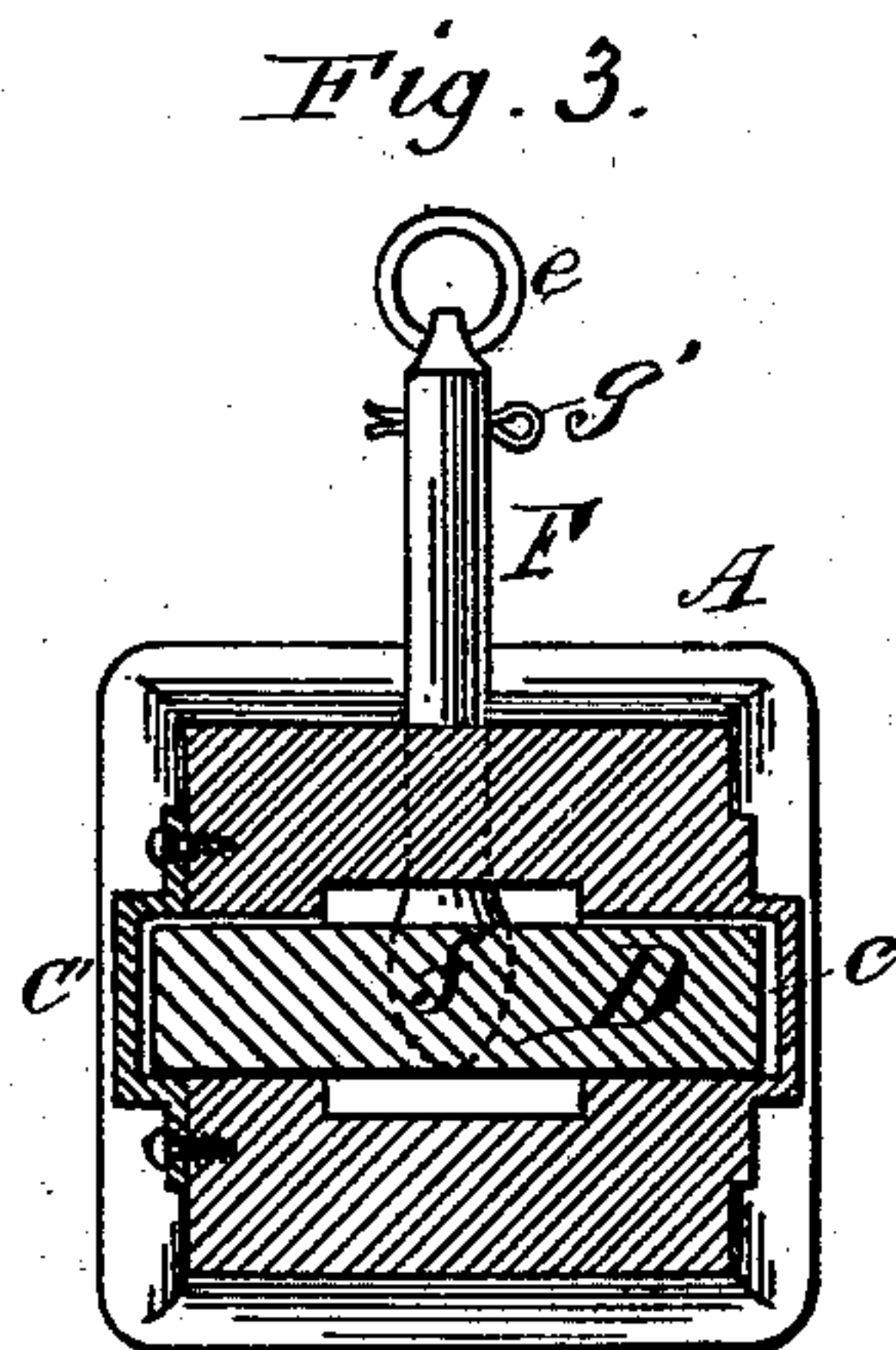
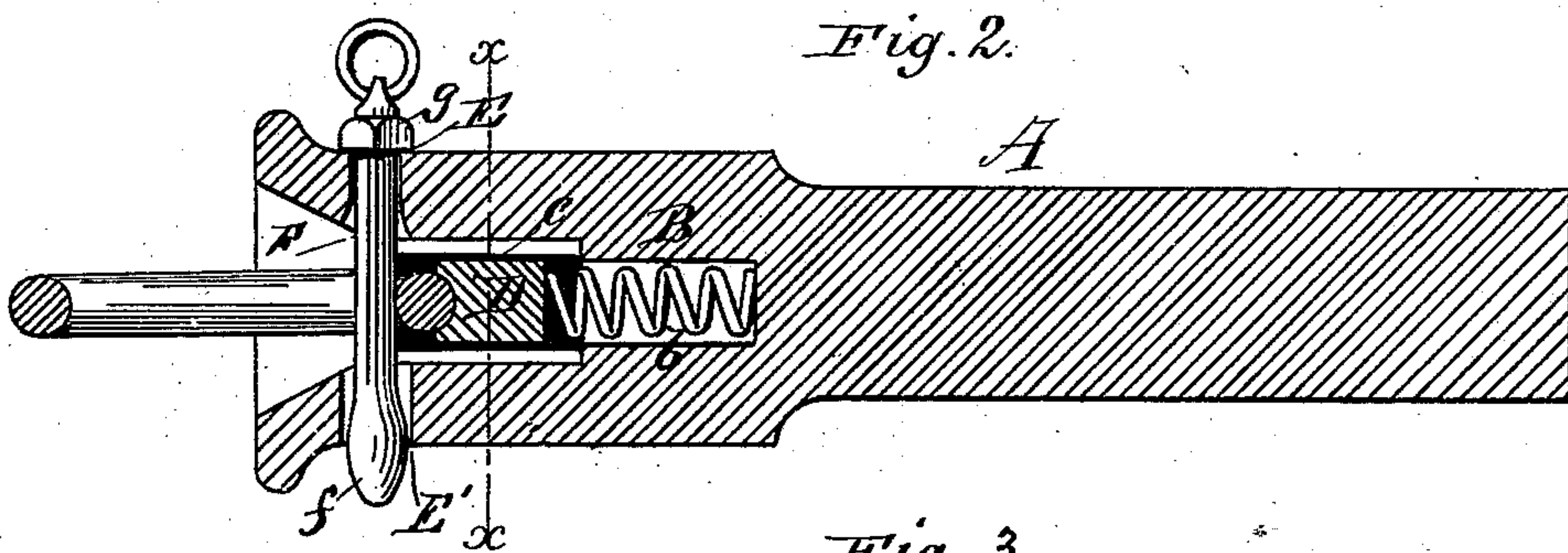
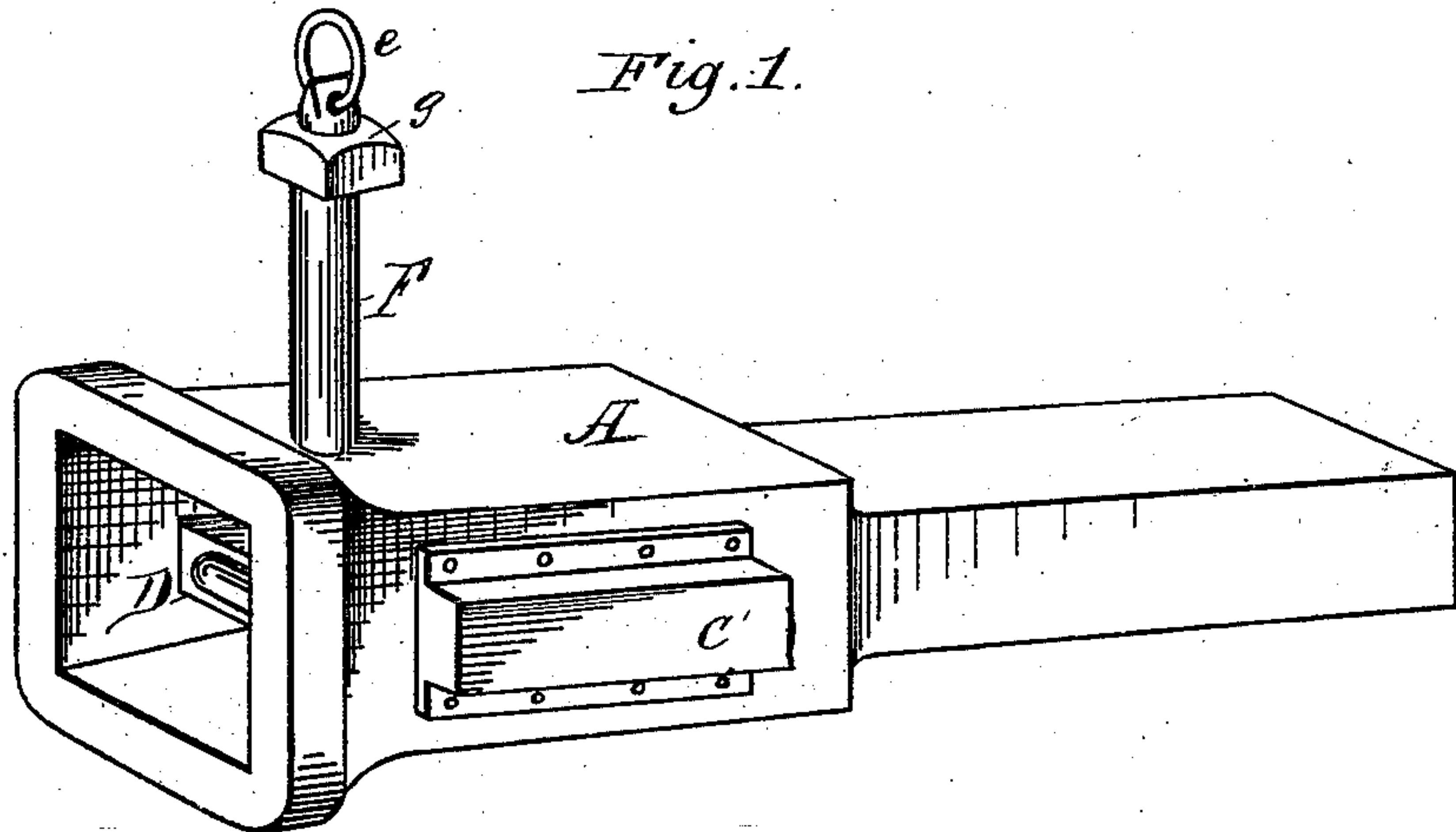
(No Model.)

S. J. HARRY.

CAR COUPLING.

No. 273,357.

Patented Mar. 6, 1883.



Witnesses:

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UNITED STATES PATENT OFFICE.

SIMON J. HARRY, OF NEGAUNEE, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 273,357, dated March 6, 1883.

Application filed January 18, 1883. (No model.)

To all whom it may concern:

Be it known that I, SIMON J. HARRY, a citizen of the United States of America, residing at Negaunee, in the county of Marquette and State of Michigan, 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplings; and it consists in providing the draw-head with a sliding pin-support, which is attached to the same in longitudinal grooves, and provided with a spring which abuts against the pin-support and the rear of the draw-head, the draw-head being also provided with perforations for the reception of the coupling-pin, which perforations are of different diameters, the lower one being larger than the upper, the aforesaid elements being utilized in combination with a coupling-pin having its lower end or point of a greater diameter or thickness than the body of the pin, the coupling-pin also being provided with a removable head, whereby the same is prevented from being withdrawn from the draw-head, as will be hereinafter more fully set forth, and pointed out in the claims.

In the annexed drawings, which illustrate my invention, Figure 1 is a perspective view; Fig. 2, a vertical section, and Fig. 3 a vertical transverse section.

A represents a draw-head, which is attached to the cars in the usual manner, and it is provided at its central portion, in the rear of the link-receptacle, with a perforation, B, in which is placed a suitable spring, *b*. Forward of this opening the draw-head is provided with guide-ways *c c'*, which extend longitudinally on the sides of the same, on a line slightly in front of the vertical perforations. One of these guide-ways, *c'*, is attached to the coupling-head, so as to be removable for the insertion of the pin-supporting plate D, which pin-supporting plate, when the coupling-pin is raised, is forced,

by means of the spring *b*, to the front ends of the guides *c c'*. To insert this pin-supporting plate the removable side *c'* is taken off and the plate D inserted, as will be fully understood from the accompanying drawings. This draw-head is also provided with perforations E E', which are located near the front of the draw-head, in the usual position. These perforations are of different diameters, the lower one, E', being of a greater diameter than the upper one, E, for the purpose as will be hereinafter more fully set forth.

F represents a coupling-pin, the lower portion or point of which is enlarged, as shown at *f*, and it is provided at the opposite end with a suitable eye, in which is inserted a ring, *e*. Beneath this eye the upper part of the coupling-pin is screw-threaded for the reception of the nut *g*; or it may be perforated for the reception of a spring-key, as shown at *g'* in Fig. 3. When it is desirable to insert the coupling-pin within the draw-head, the nut *g* is removed, as well as the ring *e*, and it is passed through the perforations E' and E. The nut is then attached to the upper part of the coupling-pin, and the ring inserted, whereby the parts are firmly united to each other, and there is no danger of the coupling-pin falling out or being displaced.

I am aware that prior to my invention coupling-pins have been attached to the draw-heads, so that they could not be removed from the same; but the construction of the parts to attain this end has been complicated, and has consisted in some cases of variously-constructed pins, which are held in place by means of movable plates attached above the draw-heads, and guides secured to the upper part of the same; but I do not claim such construction, broadly.

The operation of my invention is as follows: When it is desirable to couple cars the pin F is raised, as shown in Fig. 1, the enlarged end *f* preventing the same from being withdrawn from the draw-head, and the pin rests upon the link-support D. When in this position the coupling-pin cannot be displaced by the jar when the cars come together, as is often the case when pins of ordinary construction are used, and when the cars abut against each

other the link strikes against the pin-support D and drives the same backward, allowing the pin to fall and embrace the link.

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

1. In a car-coupling device, the draw-head A, provided with perforations E E', of different diameters, in combination with a coupling-pin having an enlarged end, f, and removable head, substantially as shown, and for the purpose set forth.

2. In combination with a car-coupling device having a sliding pin-support and vertical openings, one of the openings being of

greater diameter than the other, a coupling-pin having a point of less diameter than the lower opening and of greater diameter than the upper opening, and a removable head, substantially as shown.

3. In a car-coupler, a transverse pin-support, operating in longitudinal guides or grooves, and a removable side, c', substantially as shown, and for the purpose set forth.

In testimony whereof I have affixed my signature in presence of two witnesses.

SIMON JAMES HARRY.

Witnesses:

ALBERT WRIGHT,
L. A. MARSELL.