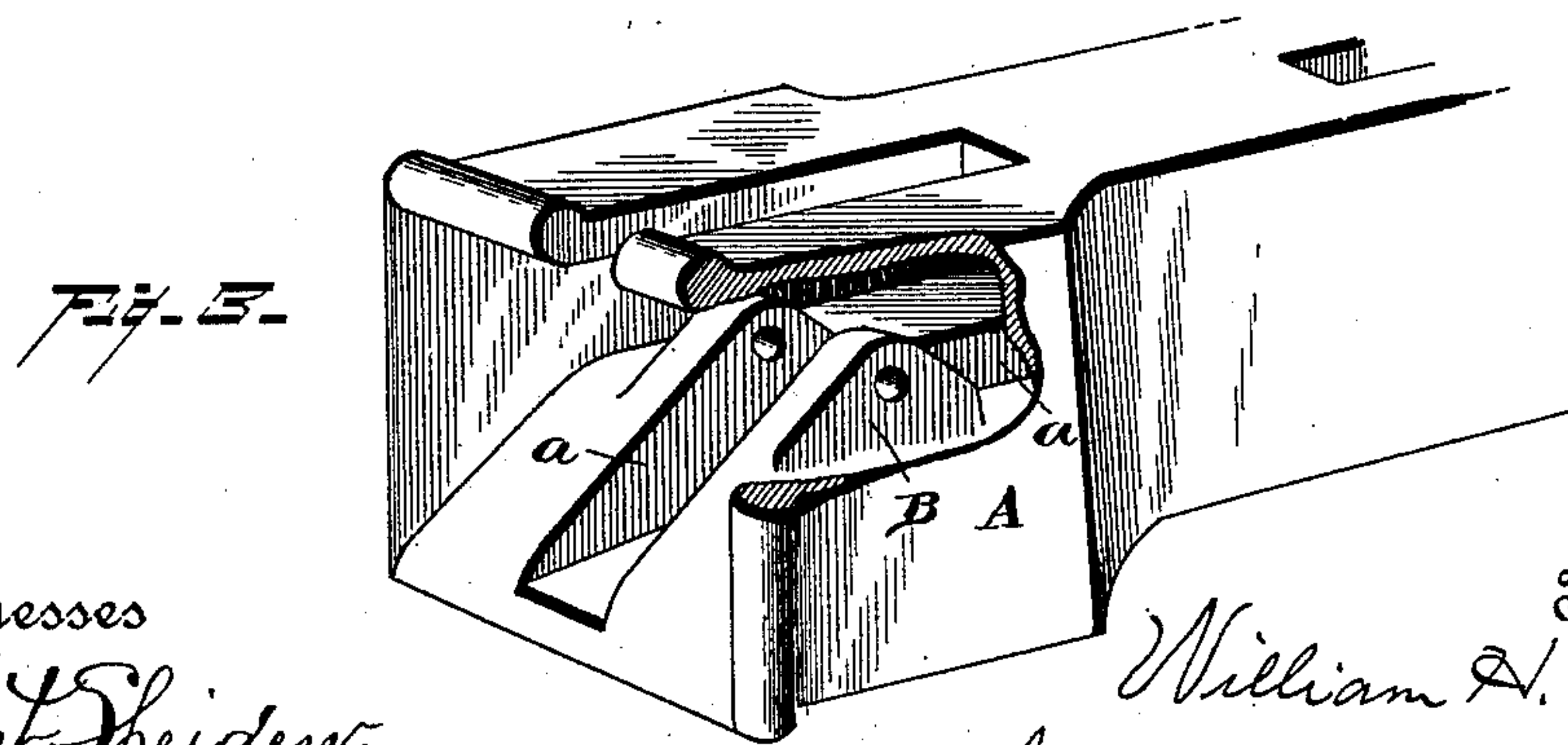
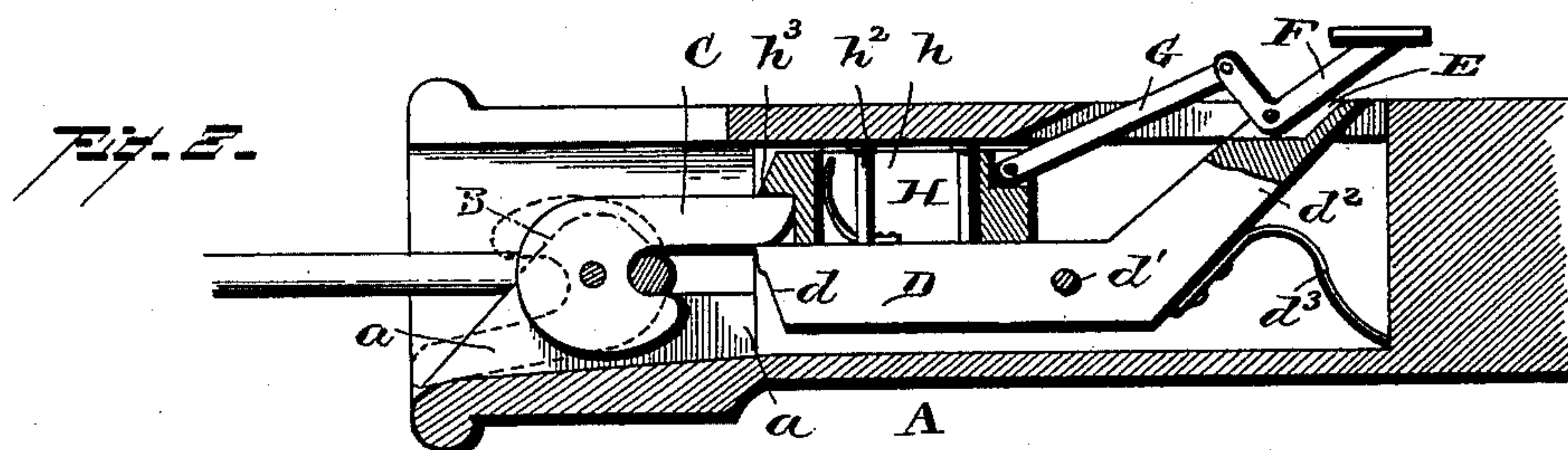
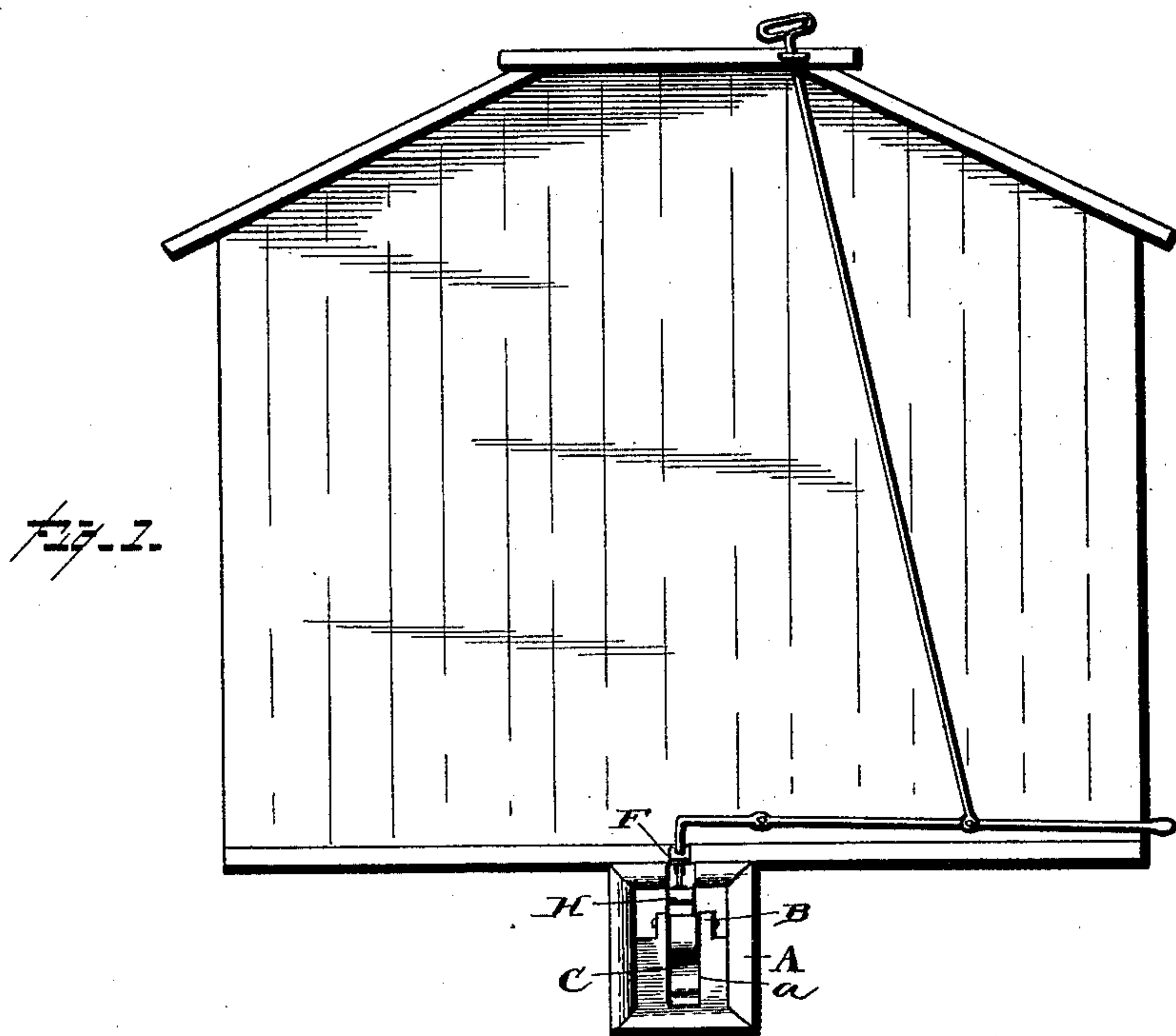


(No Model.)

W. H. HARRIS.
CAR COUPLING

No. 428,910.

Patented May 27, 1890.



Witnesses
Albert Speiden.
 Jos. B. Connolly

Inventor
William A. Harris
By his Attorney
Franklin A. Hough

UNITED STATES PATENT OFFICE.

WILLIAM HENRY HARRIS, OF CLAREMONT, VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 428,910, dated May 27, 1890.

Application filed April 3, 1890. Serial No. 346,370. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY HARRIS, a citizen of the United States, residing at Claremont, in the county of Surry and State of Virginia, have invented certain new and useful Improvements in Car-Couplings; and I do 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in car-couplings of that class adapted for use particularly in freight-cars, and which may be readily coupled and uncoupled from the top of the cars.

The objects of the present invention are to provide a coupling cheap and simple in construction and efficient in operation, and to generally improve upon this class of devices.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, and in which drawings—

Figure 1 is an end view of a car-coupling embodying my invention, showing the catch in readiness for coupling. Fig. 2 is a horizontal vertical sectional view in which the catch is shown as coupled. Fig. 3 is a detail showing the interior mechanism of the draw-head.

Referring now to the details of the drawings by letter, A is a draw-head of well-known construction, which is provided with a longitudinal central vertical slot *a*. Between the ears B in the forward part of the draw-head is the catch C, pivoted at its enlarged portion between said ears. The under and longer arm of said catch is adapted to be received into said slot *a* when not in use, in which event the rounded or shorter portion or arm of the catch would be uppermost

and in readiness to contact with the link when it is desired to couple the cars.

D is a metallic strip, which is undercut at its front end, as shown at *d*, and is pivoted rearwardly of its center upon the pin *d'*, passing therethrough and through said draw-head. Said piece D is seated within said slot *a*, as will be seen. This said piece is provided at its rear end with the upwardly-extending portion *d*² and at its extreme end with the flat spring *d*³, one end of which is secured to said piece D, and the free end is adapted to bear against the rear end of the said slot *a*.

Pivoted within the recess E, formed in the upper side of the upwardly-extending portion *d*², is a bell-crank lever F, to the short arm of which is pivoted the metallic bar G, and to the other end of which strip is secured the sliding block H. This block is provided with a longitudinal slot *h*, which slot is adapted to receive guides *h*², which are screwed into the upper side of the said piece D. The front end of said block H is undercut to form the shoulder *h*³, which is adapted to engage the long arm of the catch C when the link I has contacted therewith.

By any well-known means and connections the bell-crank lever F may be operated from the top of the cars or from the side thereof, as desired.

The operation is as follows: When it is desired to couple the cars, the catch C will be in the position shown in Fig. 1. The link, which will be held by the adjacent draw-head, will strike the said catch and cause the same to rotate, the long arm thereof coming uppermost, when it will be caught and held firmly by the shoulder *h*³, formed in the sliding block H, as will be readily understood.

What I claim to be new is—

1. In a car-coupling, the combination, with the draw-head having a longitudinal slot therein, of a catch, as described, pivoted at the entrance of said draw-head, the sliding block formed with a shoulder adapted to engage said catch and retain it in place when coupled, and the bell-crank lever and connections,

whereby said catch may be released, substantially as described.

2. In a car-coupling, a draw-head having a longitudinal slot, a catch pivoted at the entrance of said draw-head, the metallic strip
5 D, pivoted within said longitudinal slot, as shown, the spring \mathcal{C}^3 , secured to said metallic piece, the sliding block, and bell-crank lever and its connections, said block having a shoul-

der formed on its forward end to engage the long arm of said catch, all substantially as shown and described.

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

WILLIAM HENRY HARRIS.

Witnesses:

C. P. BURT,

NORMAN W. LEWIS.