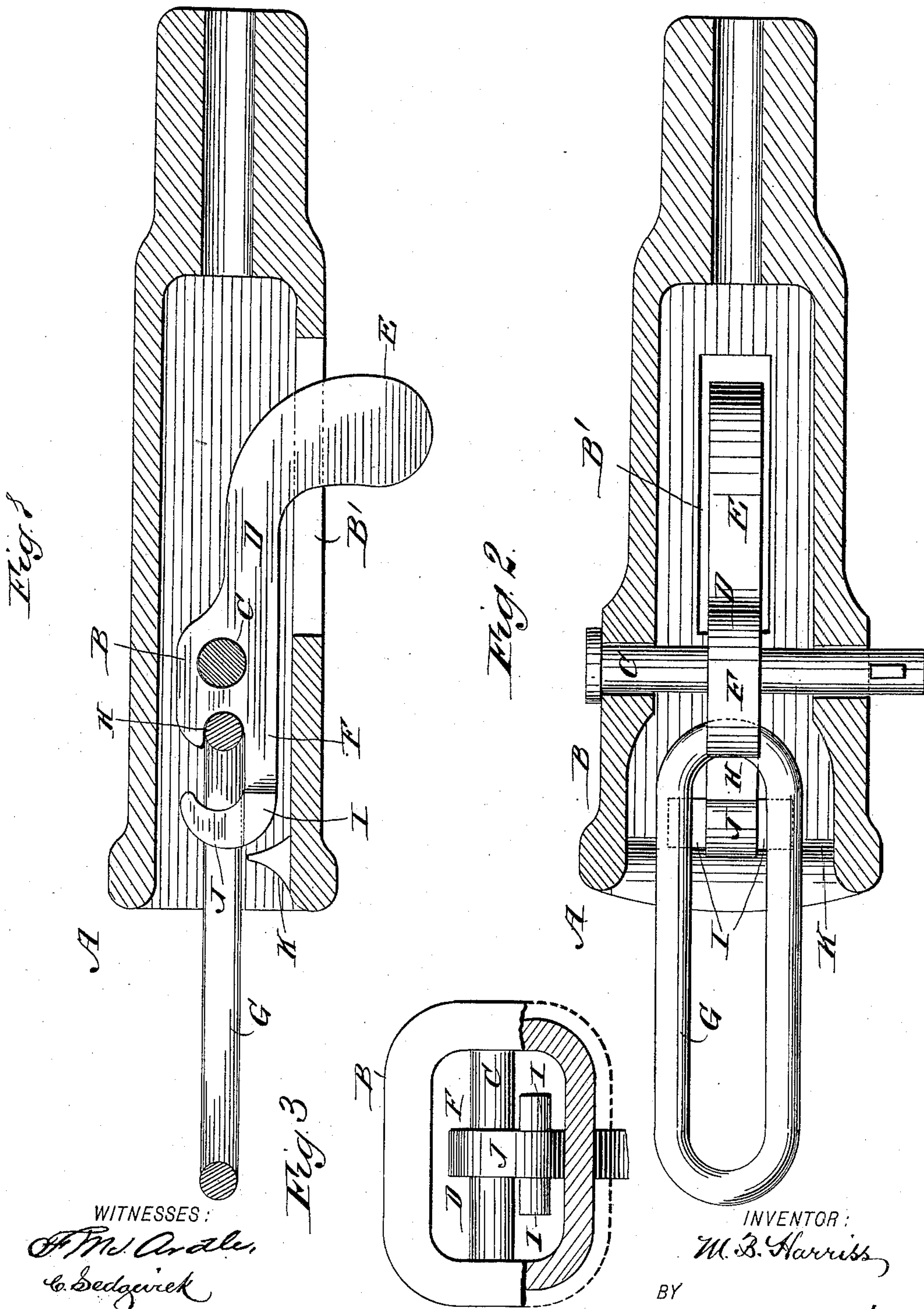


(No Model.)

M. B. HARRISS.
CAR COUPLING.

No. 432,135.

Patented July 15, 1890.



WITNESSES:
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C. Sedgwick

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UNITED STATES PATENT OFFICE.

MILFORD B. HARRISS, OF GREENSBOROUGH, ALABAMA, ASSIGNOR TO HIMSELF,
JOE H. LEWIS, CAD JONES, AND ELISHA YOUNG, ALL OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 432,135, dated July 15, 1890.

Application filed September 16, 1889. Serial No. 323,988. (No model.)

To all whom it may concern:

Be it known that I, MILFORD B. HARRISS, of Greensborough, in the county of Hale and State of Alabama, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car-coupling, which is simple and durable in construction and very effective in operation.

The invention consists of a counterbalanced lever fulcrumed in the draw-head and adapted to support the link in or about in a horizontal position.

The invention also consists in certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional side elevation of the improvement. Fig. 2 is a sectional plan view of the same, and Fig. 3 is a front view of the same with parts broken out.

The improved car-coupling A is provided with the usual draw-head B, in which is mounted to turn the transversely-extending shaft or pin C, forming the fulcrum for the lever D, held in the draw-head opening and provided at its rear end with a weight E, extending through a slot B' in the bottom of the draw-head B. The front end F of the lever D is adapted to support freely the link G in or about in a horizontal position, the weight E being sufficiently heavy to counterbalance the said link G and the front end of the lever. In order to freely support the link G, I provide the front end F with a recess H, into which fits one end of the link G. The sides of the link G are supported on projections I, extending on each side of the front part, and centrally of the projections is formed the upwardly and rearwardly curved hook J, onto which hooks the end of the link when the cars are drawn forward.

In the front end, near the bottom of the draw-head D, is arranged a transversely-extending

curved projection K, serving to guide the front end of the link G upward in the draw-head of the car to be coupled.

The operation is as follows: When two cars are to be coupled, in one draw-head B is placed a link G, so that the front end F supports said link by placing one end of the link into the notch H and resting the sides of the link on the projections I. The weight E on the lever D counterbalances said link G and the front end, so that the link extends in about a horizontal position. When the two cars now come together, the projecting end of the link G travels upward on the transverse projection K, and onto and over the rearwardly-curved hook J, so that the front end of the lever D in the opposite draw-head is pressed downward, and the outer end of the link G passes over and engages the hook J. When the two cars are now pulled forward, the ends of the links G catch on the hooks J of the two levers D.

In order to uncouple the cars, the operator turns one of the rods or shafts C so that the inner end of the link G can pass over the hook J when the cars are drawn apart.

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

1. In a car-coupling, the combination, with a draw-head having a slot in its bottom, of a lever pivoted in the draw-head and provided with a weight at its rear end, projecting through the slot of the draw-head, and at its forward end with a hook and lateral projections, substantially as herein shown and described.

2. In a car-coupling, a lever fulcrumed in a draw-head and provided at one end with a weight and at its other end with a recess and sidewise projections for supporting one end of the link, and a hook extending upward in the middle of the said sidewise projections, substantially as shown and described.

MILFORD B. HARRISS.

Witnesses:

A. M. TRUESTALL,
JAS. M. HOBSON.