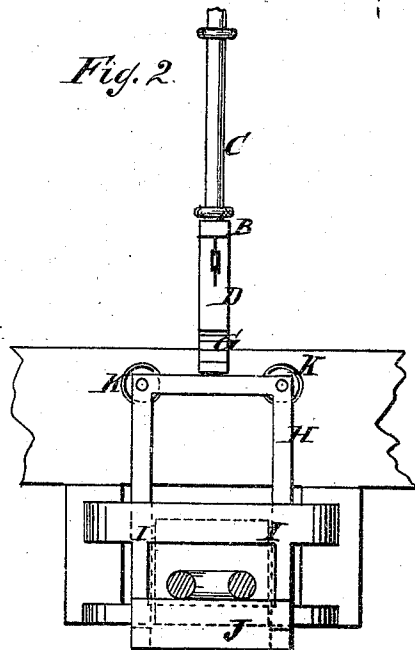
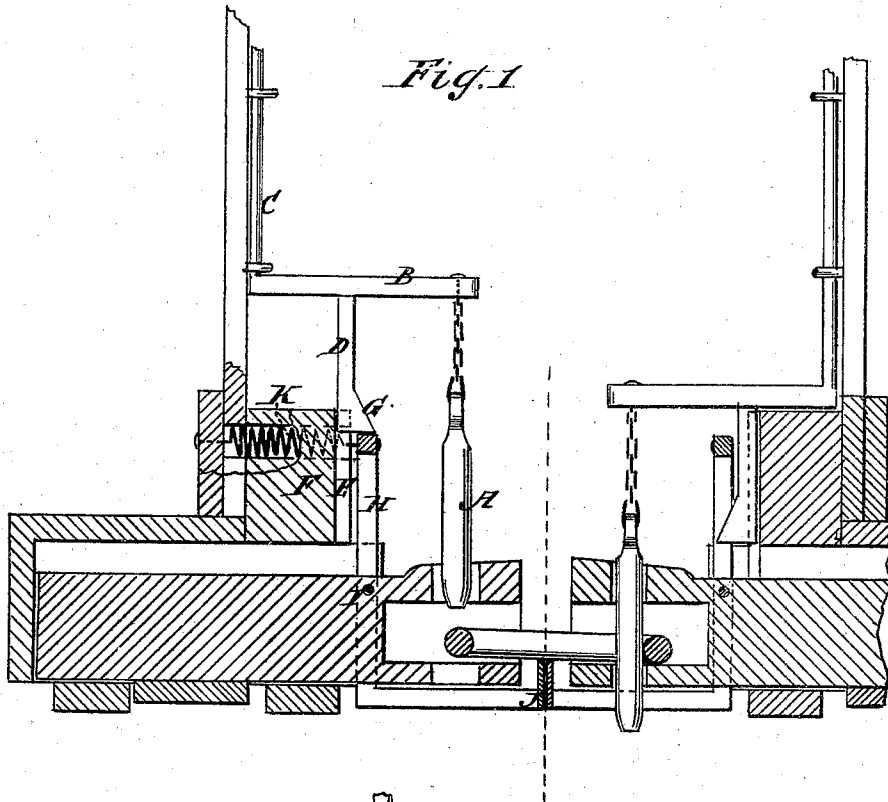


W. STILES.
Car-Couplings.

No. 147,350.

Patented Feb. 10, 1874.



Witnesses:

E. Wolff
Belgwick

Inventor:

W. Stiles
Per *Munnell*
Attorneys.

UNITED STATES PATENT OFFICE.

WALTER STILES, OF BLOOMFIELD, IOWA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **147,350**, dated February 10, 1874; application filed September 20, 1873.

To all whom it may concern:

Be it known that I, WALTER STILES, of Bloomfield, in the county of Davis and State of Iowa, have invented a new and Improved Car-Coupling, of which the following is a specification:

My invention consists of an elbow-shaped bar or frame, arranged on the draw-head so as to hold up the coupling-pin above the link; also hold the link up level, or a little inclined, so as to enter the draw-head of an approaching car, and also so that when the two cars come together the two frames will push each other forward at the top, so as to release the coupling-pins, and let them fall through the link, and couple the cars self-actingly.

Figure 1 is a longitudinal sectional elevation of a couple of draw-heads constructed according to my invention. Fig. 2 is a front elevation of one of the draw-heads, and section of the link, on the line *x x* of Fig. 1.

Similar letters of reference indicate corresponding parts.

The pin *A* is suspended from an arm, *B*, which projects from the vertical rod *C*, sliding up and down in supports on the end of the car, and having the rod *D* extending down into a groove, *E*, in the block *F* above the draw-head. The lower end of this bar is widened a little, and inclined at *G*, to force the upper end of the elbow bar or frame *H* forward, and rise above it when the pin is to be pulled out, and then rest on the top of said frame. This frame

is pivoted to the draw-head at *I*, and has springs *K*; or it may be cords and weights, which pull the top back under foot *G* as soon as rod *D* has been raised high enough to lift the pin out of the link, and hold said pin ready to let it fall when required. Below the draw-head the frame *H* supports a plate, *J*, which rises a little above the bottom wall of the hole for the link in the draw-head, when the pin is held up, and holds the outer end of the link up so as to enter the draw-head of the other car.

When the two bars *J* of the cars being coupled strike together, the upper ends of the frames *H* are thrown forward, out from under the rods *D*, and let the pins fall, and thus couple the cars self-actingly.

I propose to have the rods *C* extend to the top of the car, so that the brakeman can lift up the pin, and adjust the coupling while on the top of a freight-car.

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

The combination of the elbow-frame *H*, *J*, arm *B*, rods *C* and *D*, and spring *K* with the draw-head and coupling link and pin, substantially as specified.

WALTER STILES.

Witnesses:

S. H. CARLOW,
C. M. SHAW.