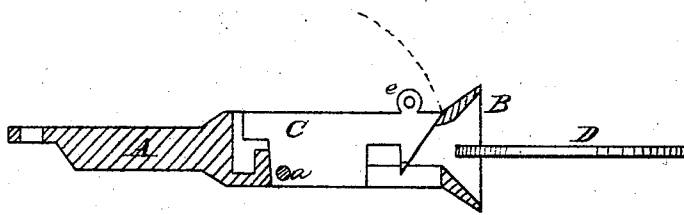
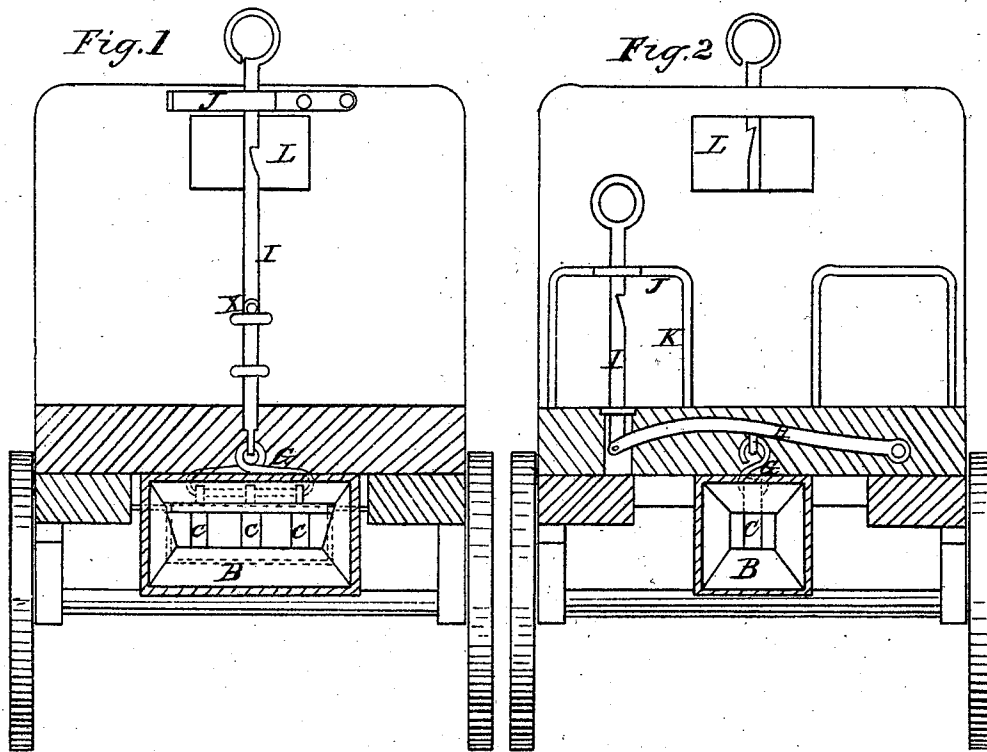


S. Mills.  
Car-Coupling.

N<sup>o</sup> 72665

Patented Dec. 24, 1867.



Witnesses  
C. Cox  
A. A. Yeatman

Inventor  
Simon Mills  
per  
Alexander Pearson  
Atty

United States Patent Office.

SIMEON MILLS, OF MADISON, WISCONSIN.

Letters Patent No. 72,665, dated December 24, 1867.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, SIMEON MILLS, of Madison, in the county of Dane, and in the State of Wisconsin, have invented certain new and useful Improvements in Car-Couplers; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the annexed drawings, making part of this specification, A represents a draw-head upon a railway-car, which is provided with a flaring mouth, B, and constructed otherwise as draw-heads usually are, except that it is provided with a long slot on its upper side, which runs longitudinally of it. Within this slot is pivoted a hooked bar, C. This bar is flat and deep as can be allowed, being as deep as the draw-head is, and pivoted, as seen at *a*, below its centre, so that when the link draws upon it, it draws its forward end downward, so as to prevent the link from slipping out. The forward end of this bar C is bevelled, as seen, and in its under edge is cut a square groove, which forms the hook and recess for receiving and holding the link. Upon the upper side of the bar is an eye, *e*, into which a hook, G, catches for raising the bar when desired. I use a lever, H, and rod, I, as seen in fig. 2, for elevating the bar, or I use simply a jointed bar, as is seen in fig. 1. I may use one or more bars, C C, as the nature of the case may demand. In Figure 1 the draw-head is made wide enough to contain three bars, and this arrangement I propose to use upon heavy freight trains, so that there will be no danger of breaking the bars in drawing long and heavily-ladened trains. Upon freight-cars there is usually a door, as seen at L, in the end of the car, through which they are loaded with lumber, &c. The bar I, fig. 1, runs directly across this door, in its way to the top of the car. In order to get this bar out of the way in loading, I provide it with a joint at *x*, so that the upper end may be turned down to one side. A spring-catch, J, is secured to the car-body, or to a suitable frame upon the platform, upon which a notch in the bar I catches in order to hold the bars I and C up when necessary. This is intended as a self-coupler, for when the link D strikes in the mouth B it is guided to the bar C, and, striking its bevelled end, raises it until it (the link) is caught in the recess in the under side of said bar. The cars are easily uncoupled by raising the bar C by means of lever H and bar I, or by the bar I alone, as in fig. 1.

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

The bar I, jointed at *x*, so that it can be turned down and out of the way of door L, and provided with a notch and an eye or hook when used in combination with an open-spring catch, J, and the hooked and pivoted coupling C, as and for the purposes set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 29th day of November, 1867.

SIMEON MILLS.

Witnesses:

C. M. ALEXANDER,  
J. M. MASON.