

G. STILLSON.

Link-Guides for Car-Couplings.

No. 134,173.

Patented Dec. 24, 1872.

Fig. 2.

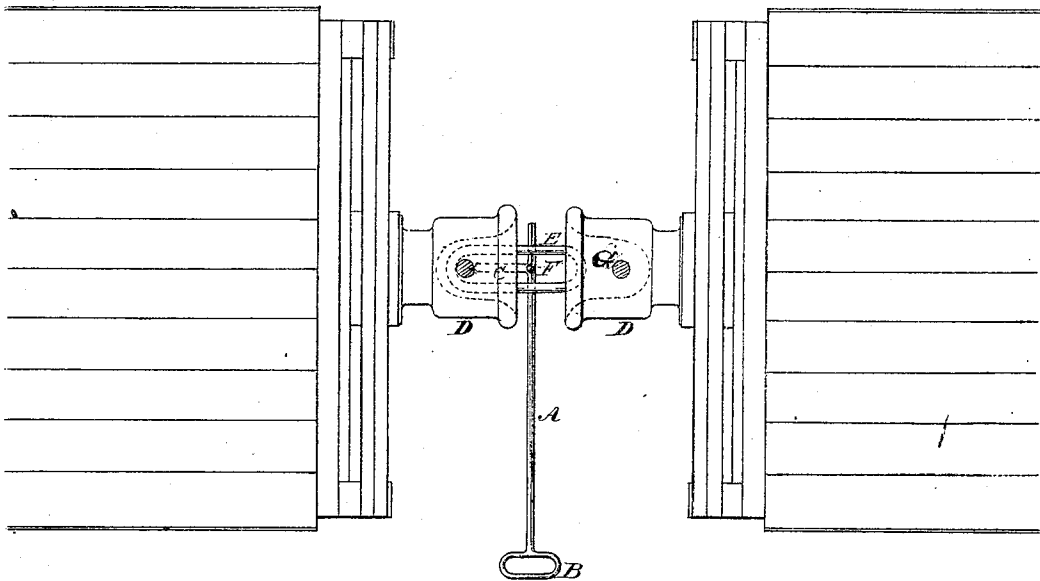
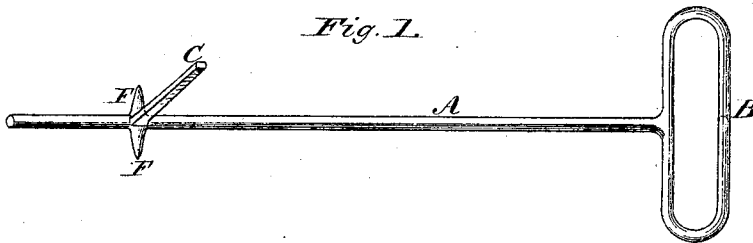


Fig. 1.



Witnesses:

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UNITED STATES PATENT OFFICE.

GARRY STILLSON, OF BINGHAMTON, NEW YORK.

IMPROVEMENT IN LINK-GUIDES FOR CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **134,173**, dated December 24, 1872.

To all whom it may concern:

Be it known that I, GARRY STILLSON, of Binghamton, in the county of Broome and State of New York, have invented certain Improvements in Apparatus for Coupling Cars, of which the following is a specification:

My invention relates to an improvement in link-holders for coupling railroad cars, by which much of the danger of being crushed between the cars, or of falling on the track beneath the wheels, is avoided; and its object is to enable the operator to rest the coupling implement upon or within the draw-head without coming in contact or depending upon any other portion of the car, the advantage of which will be readily perceived from the following description and drawing:

Figure 1 is a perspective view of my coupling device. Fig. 2 is a plan view of the same, on a reduced scale, as applied to the draw-head and link of a car.

A represents the main rod, which should be about the length of a walking-cane, and of a size and weight most convenient and best capable of bearing the required strain. B is the handle, which, for convenience, may vary in form. C is a bar, projecting at a right angle, or nearly so, from the main rod, and should be at least five or six inches long, in order to reach into the mouth of the draw-head a sufficient distance, and rest firmly upon a level, or nearly level, surface. D represents the ordinary draw-head, having a flaring or bell-mouth for receiving the link as the cars approach each other. E represents the link in common use. F F are projections, which serve to prevent the link from sliding upon the rod when the handle is raised or lowered to avoid the buffers, or for any other cause. G are cross-sections of the bolts or pins, which are operated in the ordinary manner to secure the link in the draw-head, the operator generally inserting the point slightly into the hole, and inclining the bolt so as to retain it just ready to drop into its place by the concussion of the cars. If so desired, the projections F may be dispensed with; but I prefer to use them.

It is found, in practice, that the bar C and the projections may be employed for a variety of purposes—for instance, to hook upon a car to move it along, to hook upon the top of a car to assist in climbing upon it, or for lifting and managing the link while standing upon the platform.

The operation of my invention is as follows: The operator, wishing to couple a car to another or to a train, lifts the pin in the draw-head of the stationary car and adjusts it for falling into place. He then runs to the moving car, which usually carries the link, placing his free hand upon the side of the car to steady himself, and walks along, entirely out of danger, outside of the track and the wheels; and meanwhile he presses the link-holder with the other hand up under the link, at the same time introducing the bar C between the sides of the link and into the flaring mouth of the draw-head until it reaches nearly or quite to the pin and the rod A almost touches the rim of the draw-head; he then firmly turns upon the handle B, lifting the link to the proper level and entering it into the other draw-head. At this moment, having accomplished the desired object, he quickly drops the link-holder, and withdraws it from the draw-head by giving it a sudden downward turn at the precise moment when the operator would be in the act of withdrawing his hand from the link in the ordinary mode of coupling.

My car-coupler may be made of iron, steel, or brass, or any other suitable material, but preferably of iron or steel.

I claim as my invention—

1. The device for coupling cars, consisting of the rod A having the handle B and projecting bar C for entering the draw-head, substantially as described.

2. The rod A having the projecting bar C and lugs F, substantially as and for the purpose described.

GARRY STILLSON.

Witnesses:

HENRY REYNOLDS,
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