

(No Model.)

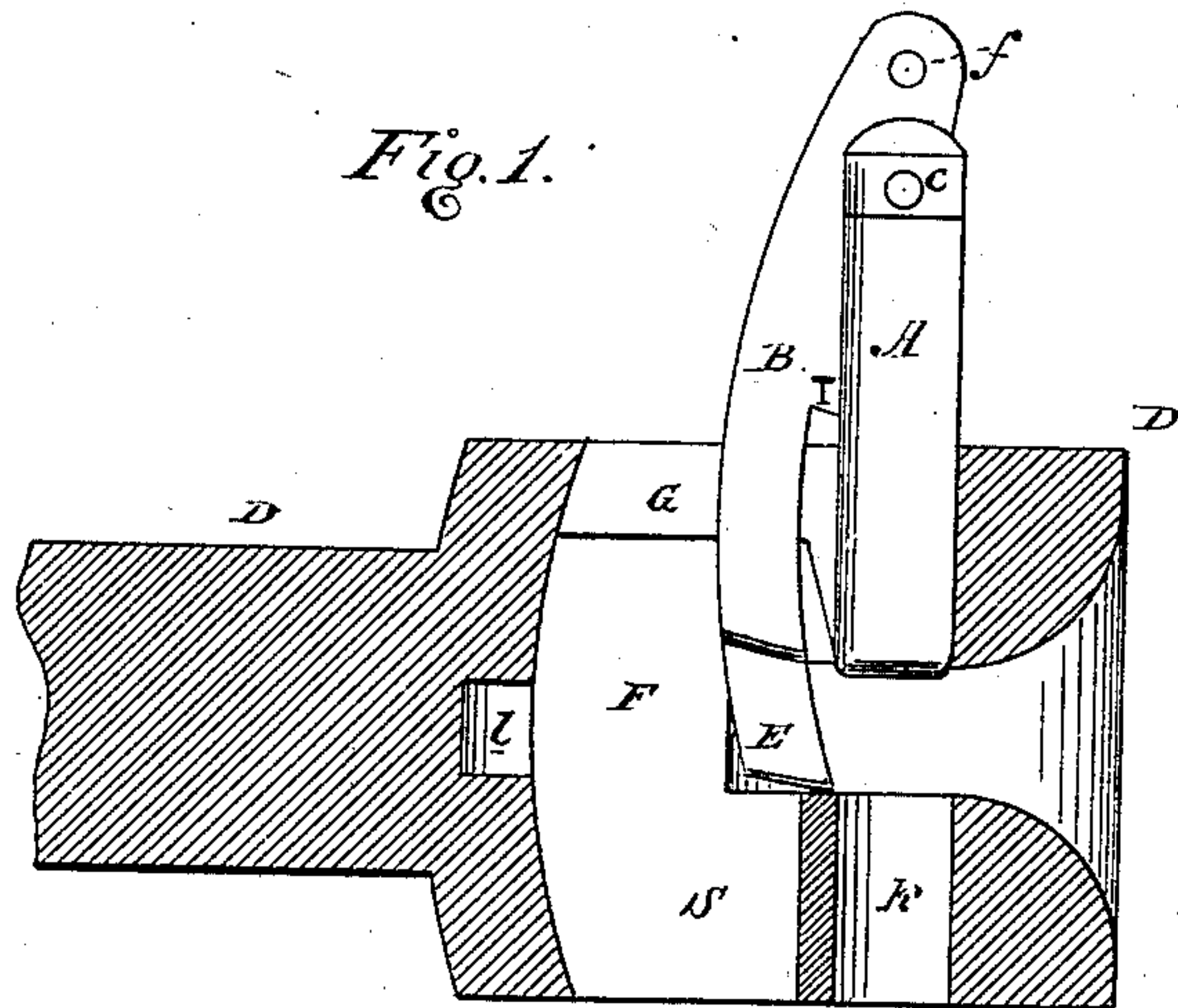
3 Sheets—Sheet 1.

C. FLEMING.

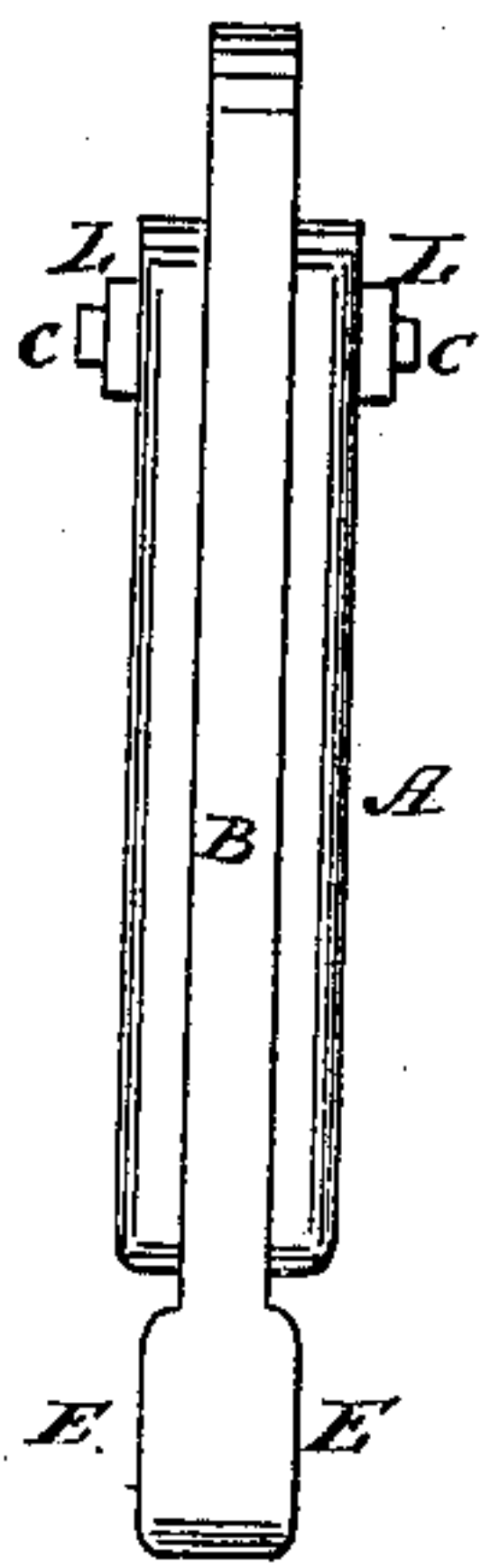
CAR COUPLING.

No. 267,175.

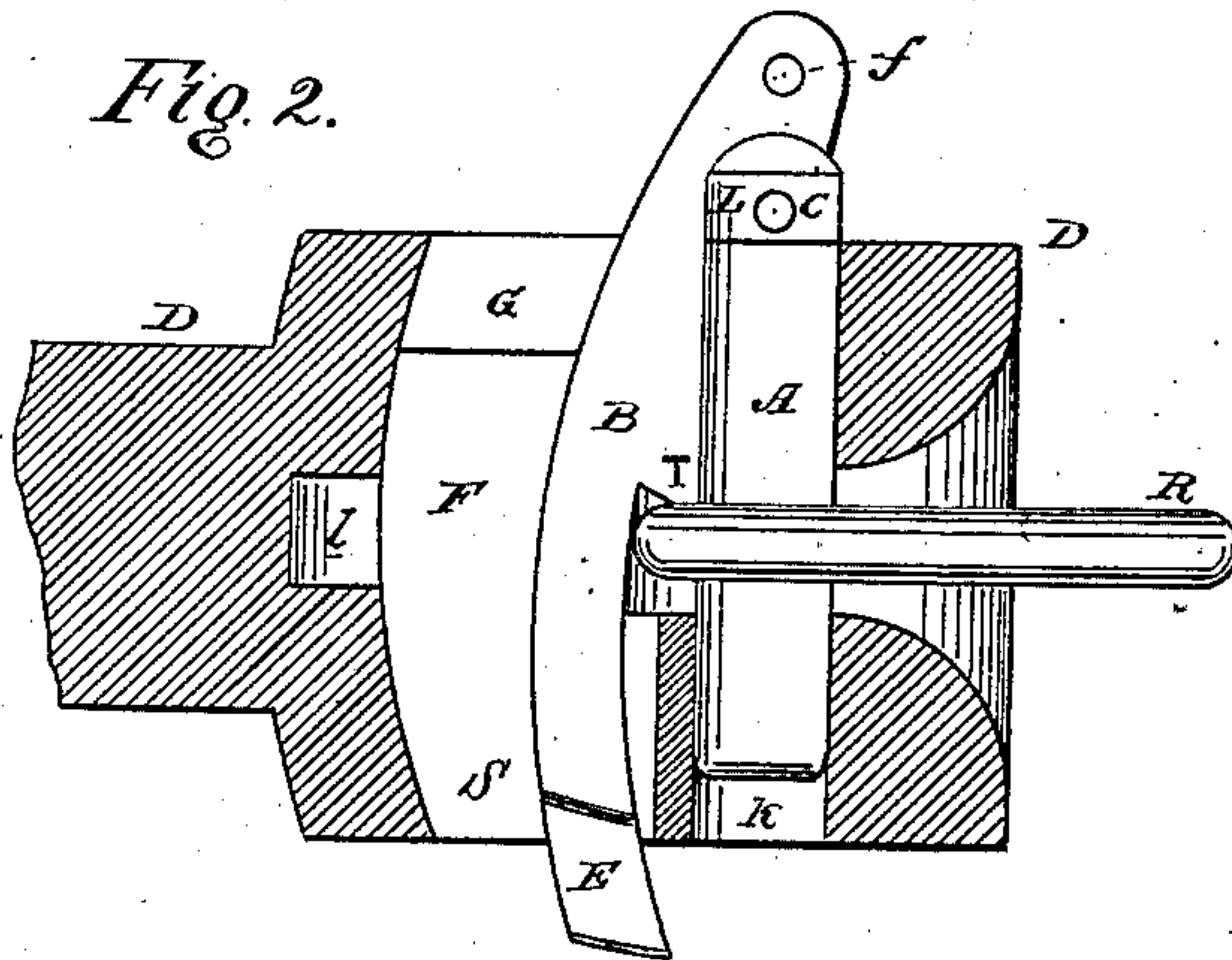
Patented Nov. 7, 1882.



*Fig. 3.*



*Fig. 2.*



Witnesses.  
Edward Sweetser.  
Geo. B. Bunker

Inventor  
Charles Fleming  
per  
Geo. H. Lathrop  
Attorney.

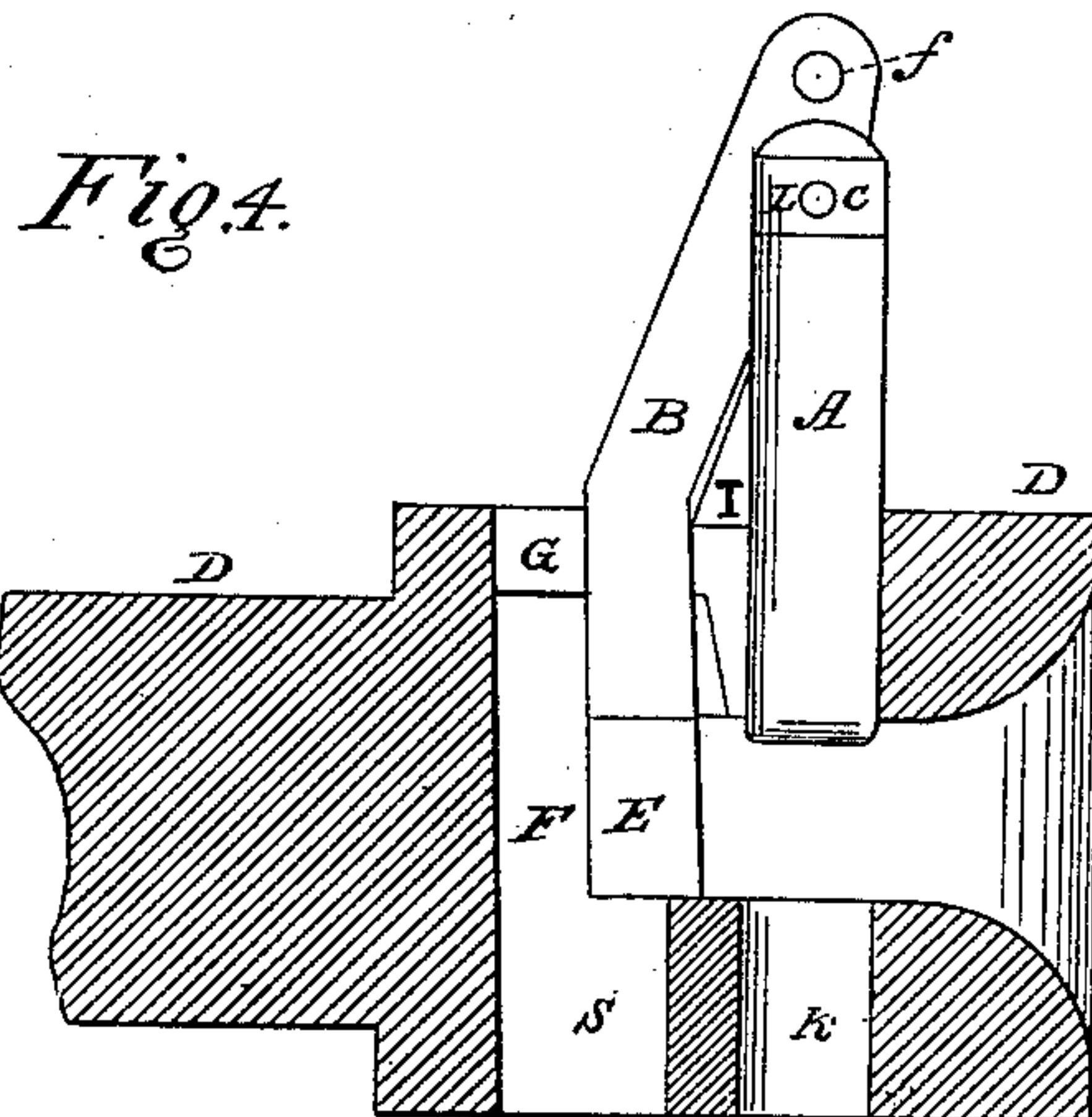
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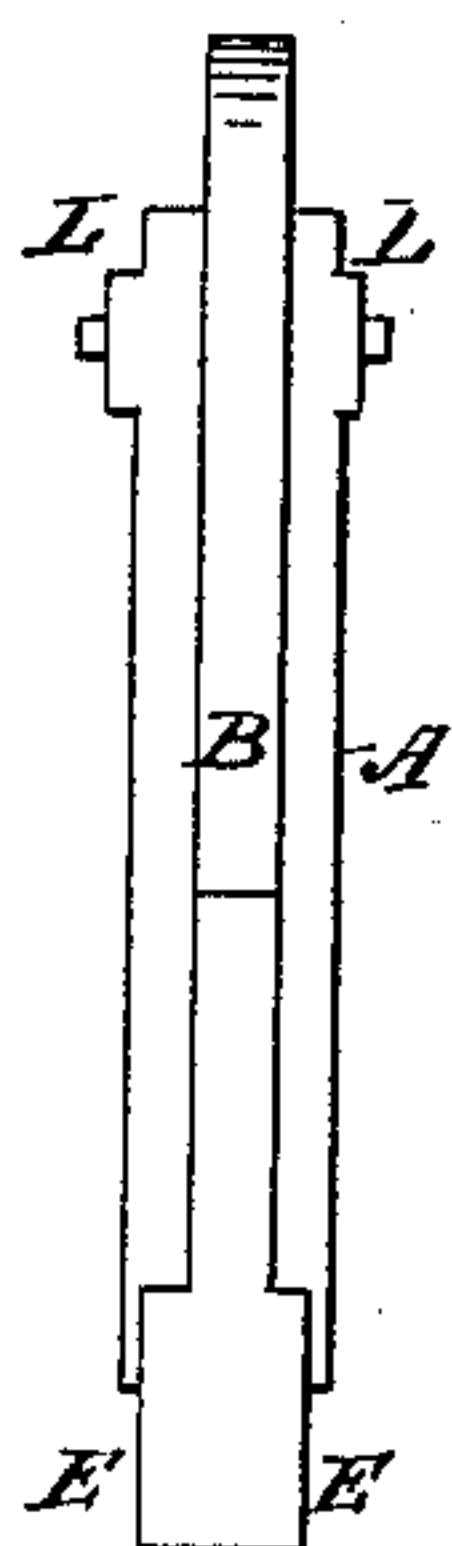
C. FLEMING.  
CAR COUPLING.

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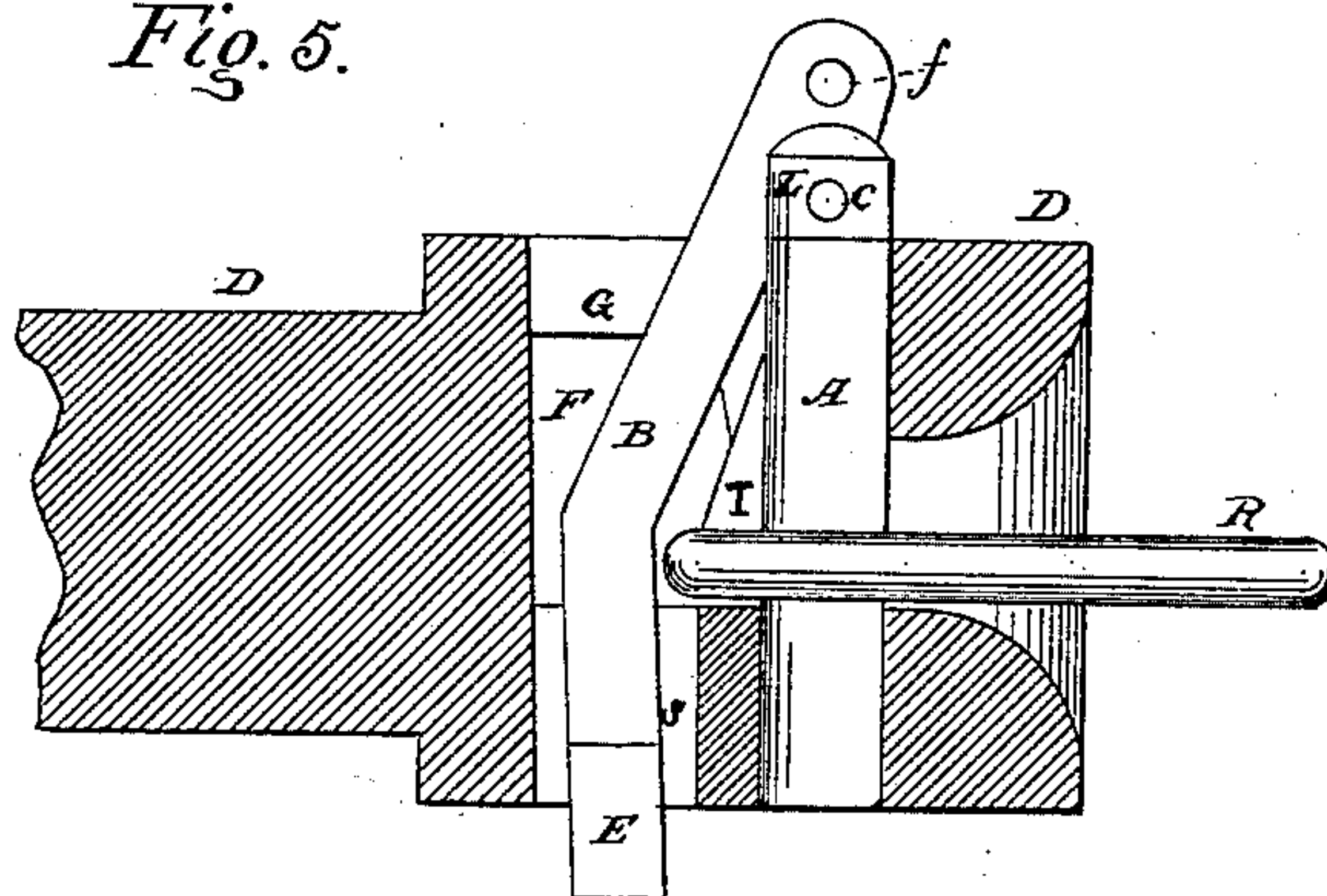
Patented Nov. 7, 1882.



*Fig. 6.*



*Fig. 5.*



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(No Model.)

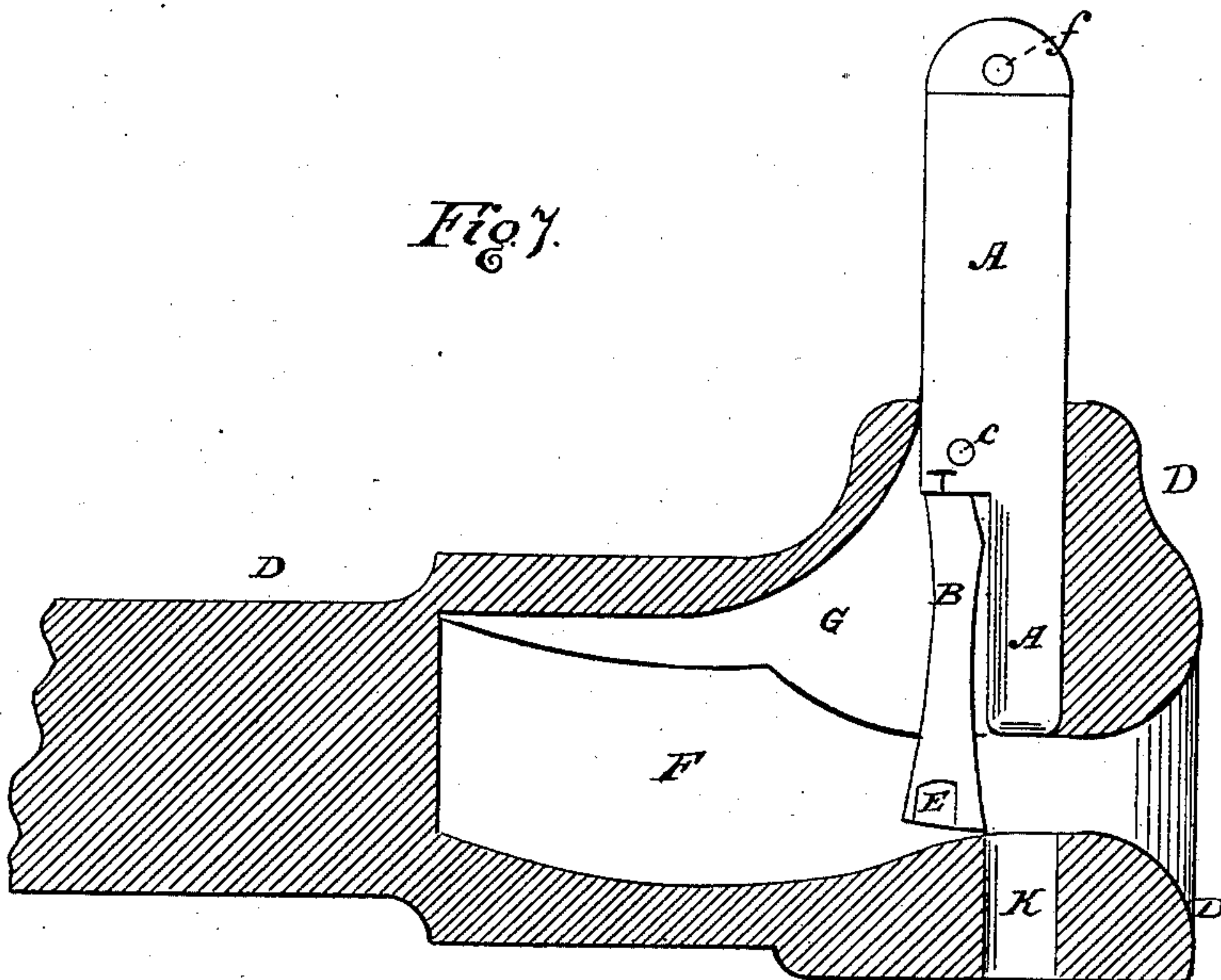
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C. FLEMING.  
CAR COUPLING.

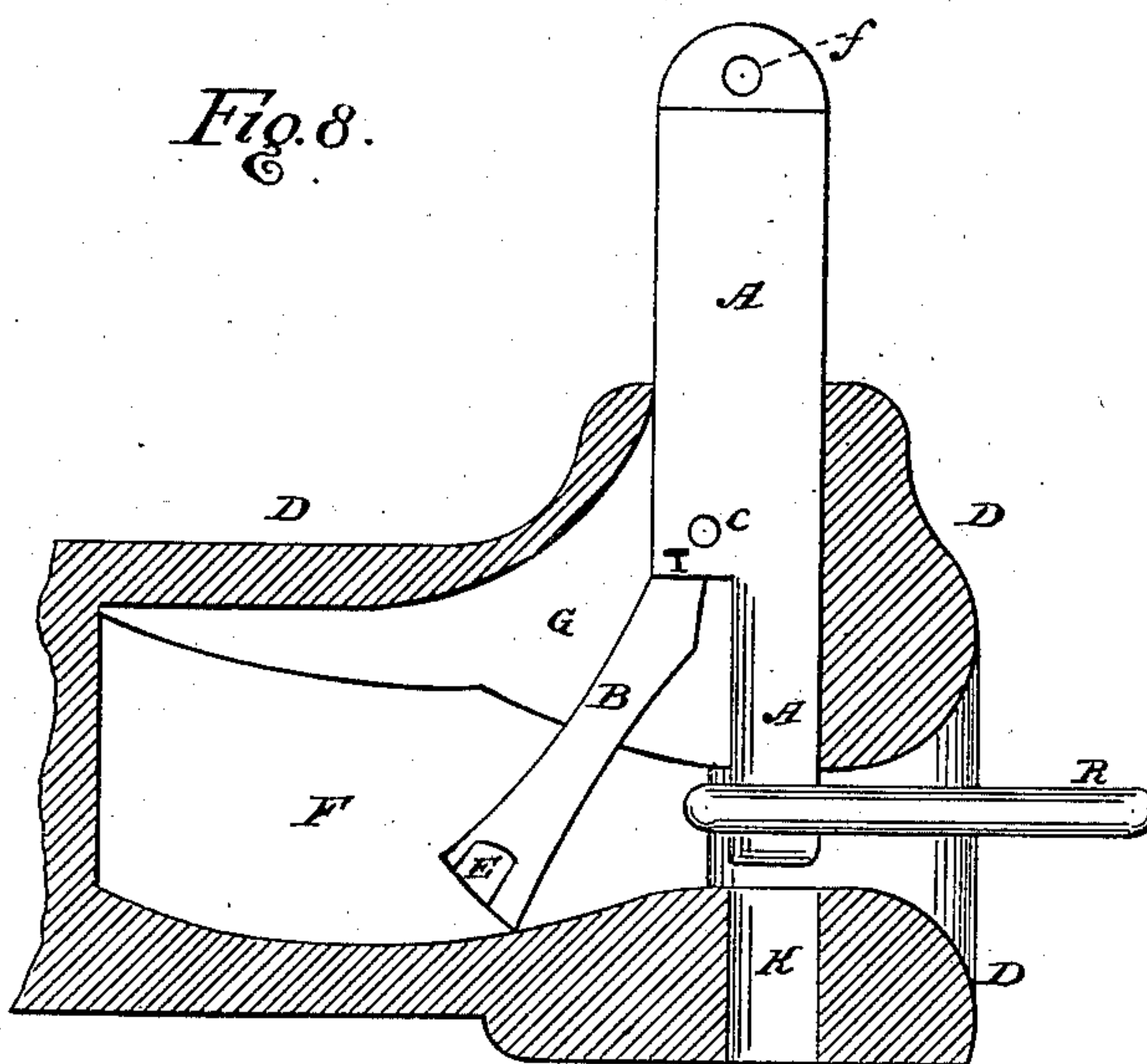
No. 267,175.

Patented Nov. 7, 1882.

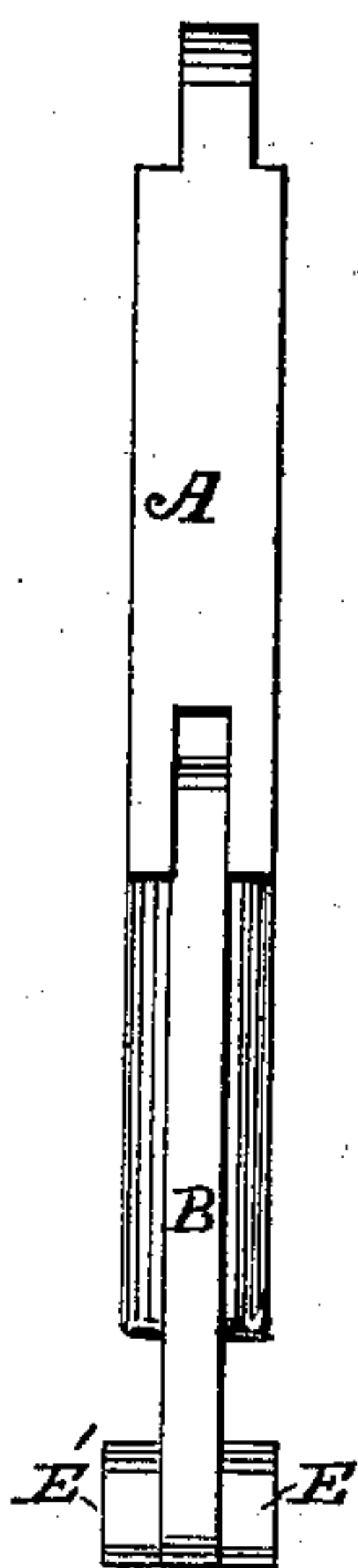
*Fig. 7.*



*Fig. 8.*



*Fig. 9.*



Witnesses

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# UNITED STATES PATENT OFFICE.

CHARLES FLEMING, OF YPSILANTI, MICHIGAN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,175, dated November 7, 1882.

Application filed April 6, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES FLEMING, of Ypsilanti, in the county of Washtenaw and State of Michigan, have invented a new and  
5 useful Improvement in Car-Couplings, of which the following is a specification.

Figure 1 is a vertical section with the pin raised. Fig. 2 is a vertical section with the pin lowered. Fig. 3 is an elevation of the pin  
10 and its supporting-rod. The rest of the figures are the same views as Figs. 1, 2, and 3, showing modifications of the construction of my invention.

My invention consists in a supporting-rod  
15 and coupling-pin so arranged that when the coupling-pin is raised the supporting-rod will rest on the lower surface of the mouth of a draw-bar and hold the coupling-pin in a raised position.

20 In the drawings, D represents the end of a draw-bar, which may be of the usual form of cast-iron or wrought-iron draw-bar.

A represents an ordinary coupling-pin, which plays in holes K in the usual manner.

25 B represents a supporting-rod, pivoted to pin A by bolt C, which may be secured by nuts L, or in any convenient manner. Bolt C passes through a slot cut in supporting-rod B, so that  
30 said rod B may have a little play on said bolt.

In Figs. 1 to 6 the supporting-rod B is made  
35 longer than pin A, so that when the lower end of the supporting-rod B rests on the lower surface of the mouth of the draw-bar the lower end of pin A will be clear of the mouth. Rod B in said figures is also shown as curved, so  
40 that when pin A is raised the lower end of said rod will tend to fall toward hole K, in which pin A plays. In Figs. 7 and 8 the supporting-rod is attached to a shoulder or offset on the  
45 pin, and is not as long as in the other figures; but the principle is the same.

G S represent slots cut through the top and bottom of the draw-bar, back of holes K, and  
in these slots the supporting-rod B plays.

45 f is a hole cut in the top of the supporting-

rod B, in which a rope or chain may be fastened, to allow the rod and pin to be raised by a man standing above the draw-bar.

E is a stop fastened to the lower end of rod B, and is made too large to pass through slot  
50 G, thereby preventing removal of the rod and pin from the draw-bar. When the pin is lowered through the link R a shoulder, T, which may be on the rod B, as in Figs. 1 and 2, or  
55 on the pin, Figs. 4, 5, 7, 8, rests on the upper surface of the link R and holds the same horizontal.

The operation of my invention is so obvious that little explanation is necessary. If, when  
60 the pin is raised, as shown in Fig. 1, a link R is thrust into the draw-bar, the end of the link will strike the lower end of rod B and push it backward until it falls through slot S, thus  
65 allowing pin A to fall through the link. Shoulder T now holds the link in position to enter the draw-bar of another car. When rod B and  
pin A are raised the bottom of supporting-rod B will fall toward the end of the draw-bar, and  
70 will rest upon link R until said link is withdrawn, when said rod will again assume the position shown in Fig. 1, and the coupling will be ready to act.

In the modification shown in Figs. 7 and 8 the supporting-rod B, when tripped by link R,  
75 falls back into the cavity F of the draw-bar, instead of downward through a slot.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of the draw-bar, the coupling-pin, and the pin-supporting rod pivoted to  
80 the latter, and arranged, substantially as shown and described, to swing and rest at its lower end on the interior lower surface of the mouth of the draw-bar when the coupling-pin is elevated, as and for the purpose set forth.

CHARLES FLEMING.

Witnesses:

CHAS. R. WHITMAN,

CHAS. E. SAMSON.