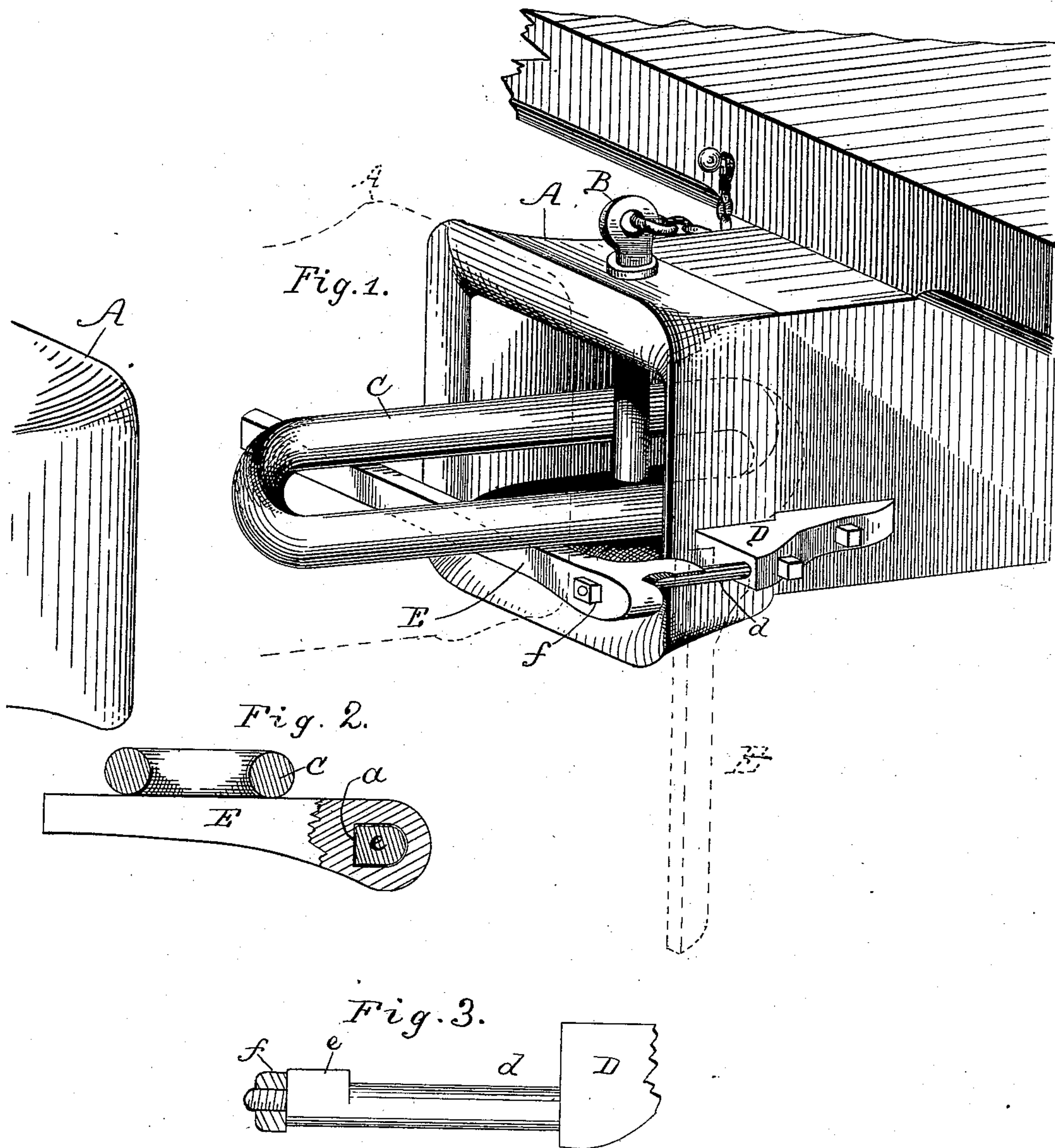


(No Model.)

J. C. YEISER.  
CAR COUPLING.

No. 316,213.

Patented Apr. 21, 1885.



WITNESSES:

Thos. Houghton.  
John A. Kemmer

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# UNITED STATES PATENT OFFICE.

JOHN CLARKE YEISER, OF JUNCTION CITY, KENTUCKY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 316,213, dated April 21, 1885.

Application filed March 3, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN CLARKE YEISER, a citizen of the United States, residing at Junction City, in the county of Boyle and State of Kentucky, have invented a new and useful Improvement in Means for Supporting the Coupling-Links of Railway-Cars, of which the following is a description.

Figure 1 is a perspective view of a car-coupling embodying my invention. Figs. 2 and 3 are detail views of the same.

This invention relates to car-couplings in which the ordinary link and pin are used; and it consists in improved means for holding the link in proper position for entering the draw-head of the opposite or approaching car without going between the cars for this purpose.

In the accompanying drawings, A represents the draw-head of an ordinary car, having the coupling-pin B and link C.

Fastened upon the side of the draw-head by screws, or cast into the same, is an arm, D, which extends forward beyond the front of said draw-head. The part of the arm extending beyond the front of the draw-head is in the form of a round rod, *d*, and is so arranged as to leave a space between it and the side of the draw-head. Near the forward end of the arm, on the side toward the draw-head, a square lug or shoulder, *e*, is formed.

Upon the arm D a link-supporting arm or lever, E, is placed, which is arranged to work loosely upon the rounded part *d* of said arm.

The link-supporting arm E has an oblong hole, *a*, formed through it near one end, to receive the rod or extension *d* of the arm D. This hole is formed near one end of the arm E, so that when said arm is not in use for supporting the link it will hang vertically from the rod *d* to the side and out of the way of the face of the draw-head.

When the arm E is turned up to a horizon-

tal position and brought to the forward end of the rod *d*, the oblong hole or slot *a* will engage with the lug or shoulder *e* and hold the arm E in this horizontal position. A nut or head, *f*, on the end of the arm D prevents the link-supporting arm from being accidentally withdrawn.

When the link-supporting lever or arm E is in the horizontal position just described, the link resting upon its top is held in proper position for entering the draw-head of the opposite or approaching car. As the link, which extends forward over the supporting-arm, enters the draw-head of the opposite car the face of said draw-head forces the link-supporting arm back until it is freed from the lug *e*, when it immediately swings down in a vertical position out of the way.

The improvement described is simple and durable, adds but slightly to the cost of the draw-head, and its employment does away with the dangers attending the ordinary means of supporting and guiding the link.

Having thus described my invention, what I claim as new is—

1. In combination with a car-coupling link, the link-supporting arm E, having the oblong hole or slot *a*, and the arm D, extending beyond the face of the draw-head and provided with the lug or shoulder *e*, substantially as herein described.

2. The combination, with a railway-car draw-head, of the arm D, fastened to its side and having the rounded extension *d*, provided with the lug or shoulder *e* and nut or head *f*, and the link-supporting arm E, having the oblong hole or slot *a*, substantially as and for the purpose set forth.

JOHN CLARKE YEISER.

Witnesses:

W. G. PROCTOR,  
F. YEISER.