

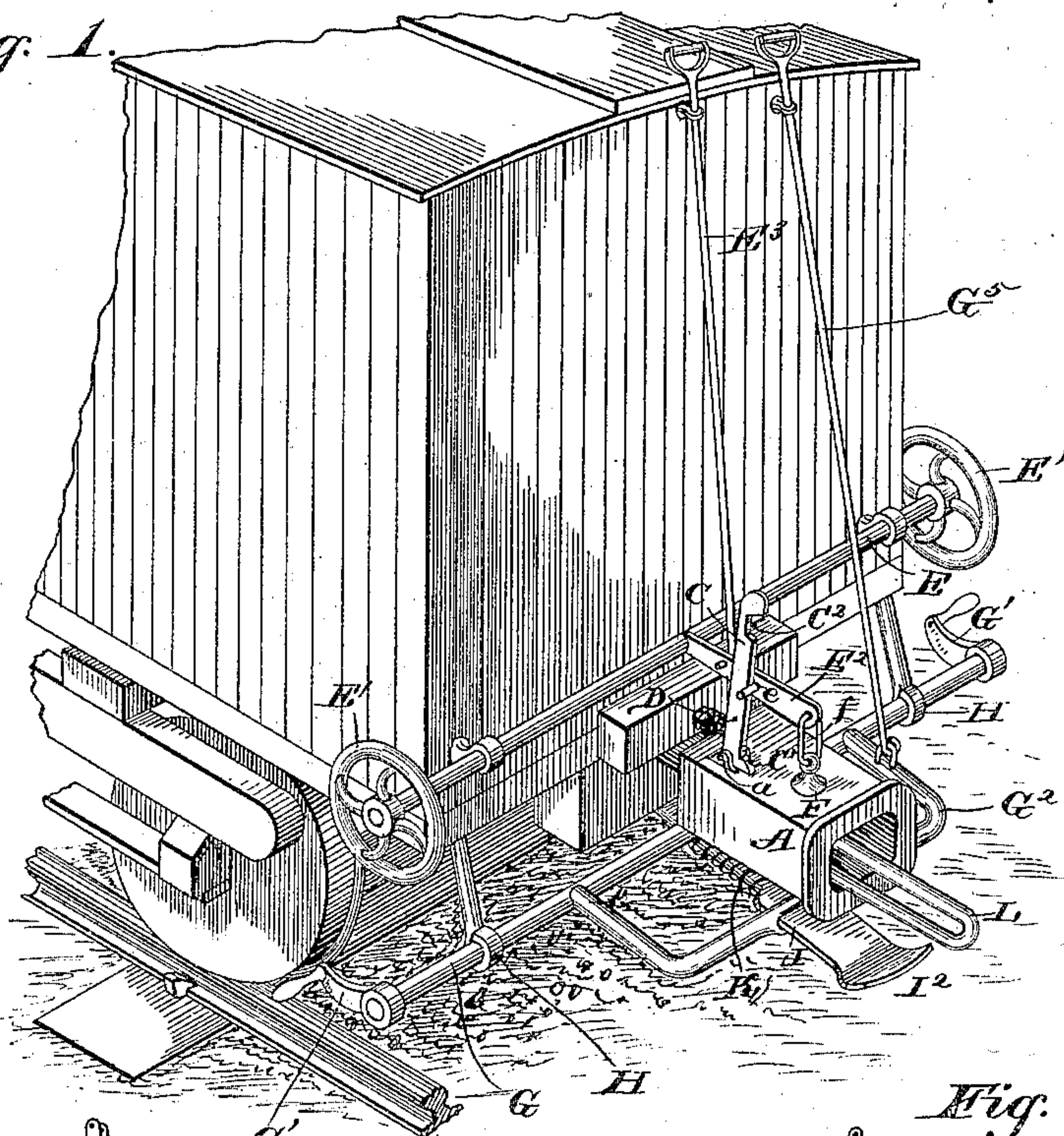
(No Model.)

C. & S. GOOD.  
CAR COUPLING.

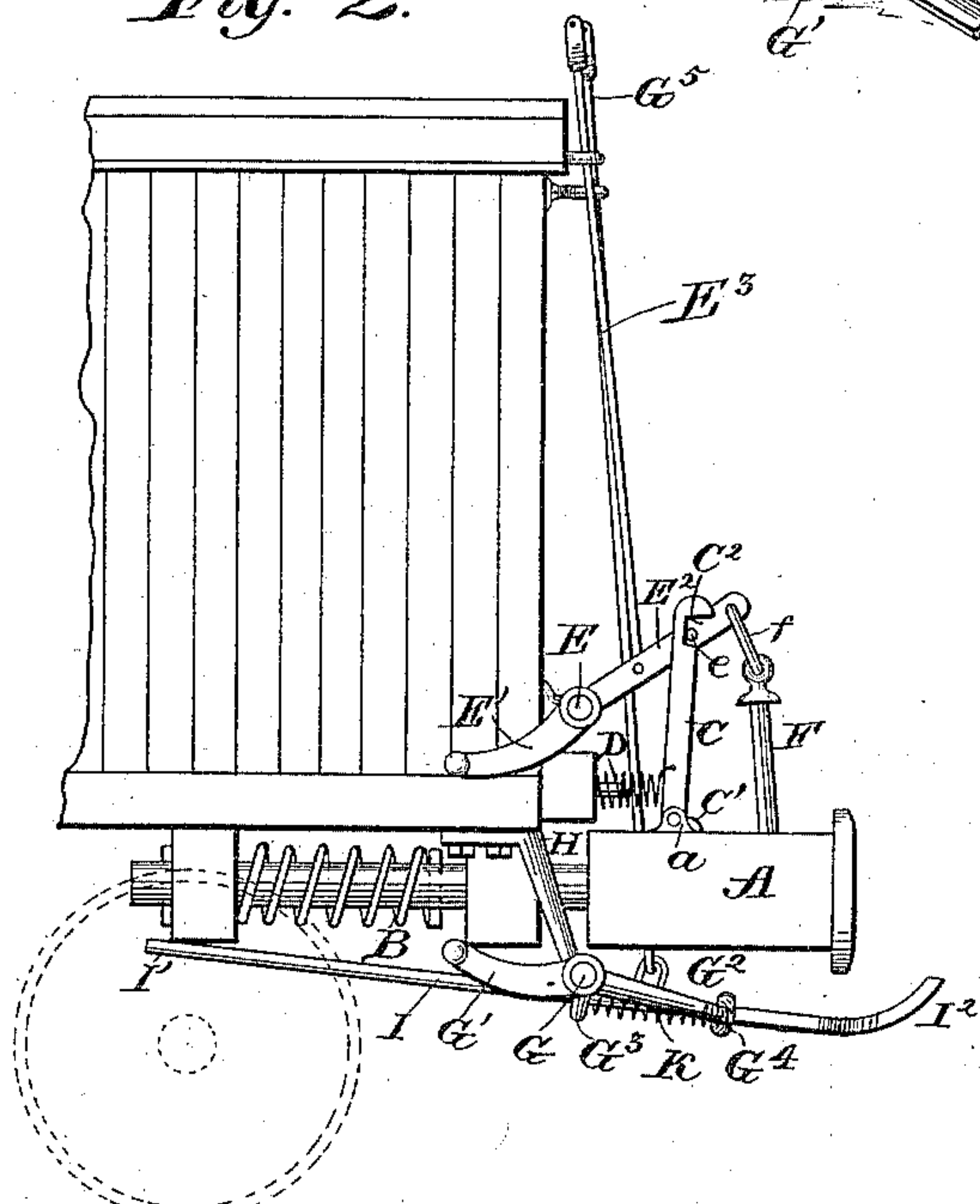
No. 335,752.

Patented Feb. 9, 1886.

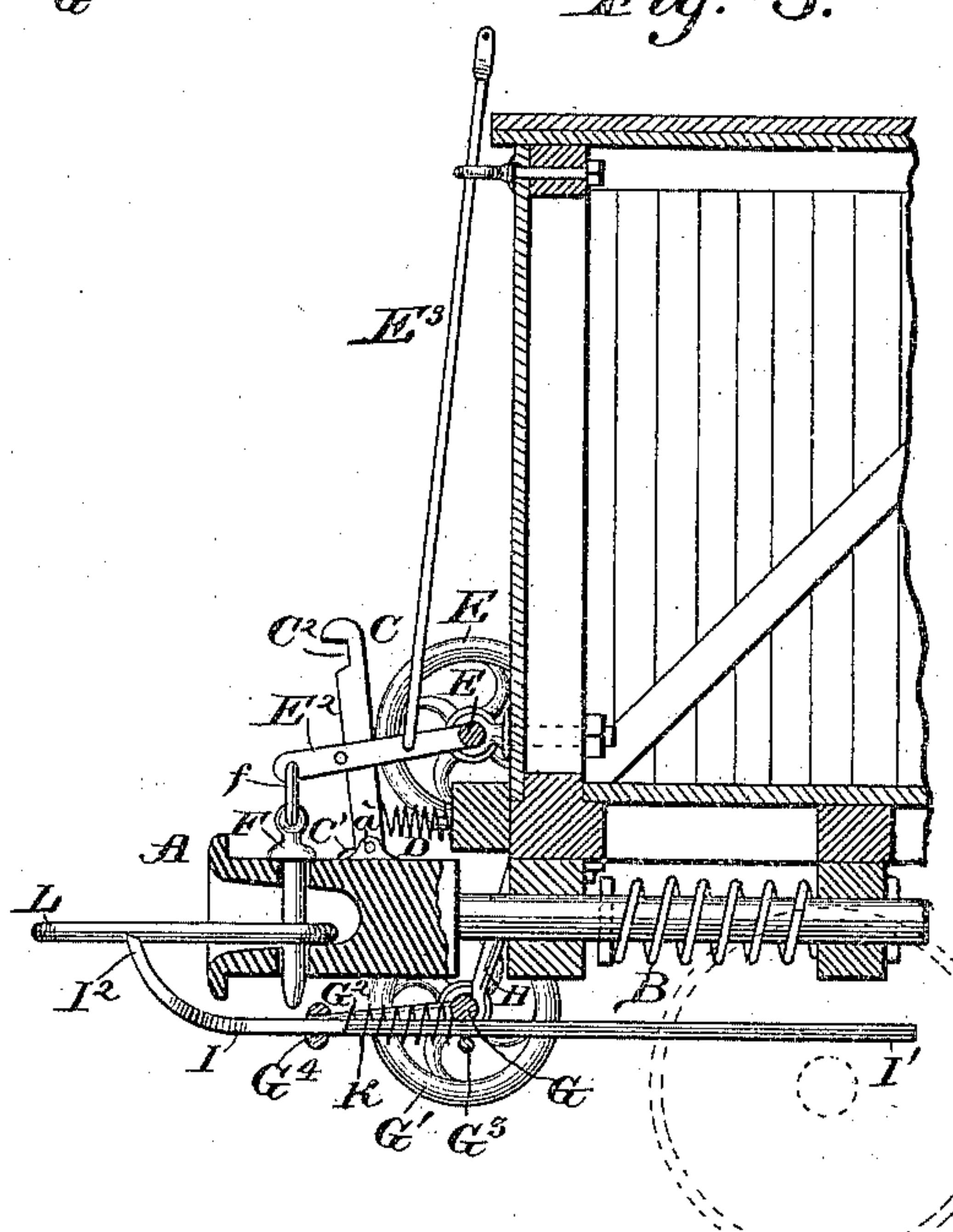
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

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# UNITED STATES PATENT OFFICE.

CHRISTIAN GOOD AND SOLOMON GOOD, OF WENGERLAWN, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 335,752, dated February 9, 1886.

Application filed December 2, 1885. Serial No. 194,502. (No model.)

*To all whom it may concern:*

Be it known that we, CHRISTIAN GOOD and SOLOMON GOOD, citizens of the United States, residing at Wengerlawn, in the county of Montgomery and State of Ohio, have invented a new and useful Improvement in Coupling Railroad-Cars, of which the following is a specification, reference being had to the accompanying drawings.

Our invention relates to an improvement in car-couplings; and it consists in the peculiar construction and combination of devices, that will be more fully hereinafter set forth, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of our invention. Fig. 2 is a side elevation of the same. Fig. 3 is a vertical longitudinal section.

A represents a draw-head, which is of the usual form and provided with the buffer-spring B. On the upper side of the draw-head, near one edge thereof, are formed ears *a*, in between which is pivoted the lower end of a detent, C, which is provided at its lower end with an extended foot, C', to bear upon the draw-head and limit the play of the detent, and near the upper end of the said detent is a recess, C<sup>2</sup>. A spring, D, bears against the rear side of the detent, to keep it normally in the position shown.

E represents a rock-shaft, which is journaled in blocks or boxes secured on the front end of the car, and is provided at its ends with hand wheels or cranks E' on opposite sides of the car. An arm, E<sup>2</sup>, projects from the center of the rock-shaft, and is connected by a link, *f*, with the ordinary coupling-pin, F, which passes down through vertical openings made in the draw-head in the usual way. A stud, *e*, projects from one side of the arm E<sup>2</sup>, and to the said arm is attached a rod, E<sup>3</sup>, which extends up the front end of the car and passes through a keeper secured at the upper side thereof. By means of this rock-shaft the coupling-pin may be raised to the position shown in Fig. 2, and secured in said position by means of a stud, *e*, which catches in the notch or recess in the detent.

G represents a rock-shaft, which is journaled in keepers H, that project from the lower side of the car at the end thereof. This rock-shaft is also provided at its ends with hand wheels

or cranks G', and has a yoke-arm, G<sup>2</sup>, projecting from its front side, and a keeper or loop, G<sup>3</sup>, on its lower side at the center. In the outer side of the center of the yoke-arm is made an opening, G<sup>4</sup>, and through this opening and through the loop G<sup>3</sup> is passed a lifter, I, which has an inwardly-extending end, I', to counterbalance the lifter, the outer end of the said lifter being curved upwardly, as at I<sup>2</sup>. A coiled spring, K, is on the shank of the lifter, and bears between a shoulder formed thereon and the rock-shaft G, so as normally to move the outer end of the lifter outwardly in the position shown. The function of this lifter is to bear under the coupling-link L, to raise or lower the said link, so as to strike the opening in the opposing draw-head when the cars to be coupled come together. A rod, G<sup>5</sup>, is connected to the yoke-arm of the shaft G, and extends up on the front side of the car and passes through a keeper that is secured at the upper side of the latter.

When the cars come together, the jar consequent upon their impact will throw the detent C rearwardly against the tension of the spring D, and cause the said detent to release the arm E<sup>2</sup> and drop the coupling-pin automatically to engage with the coupling-link.

It will be readily understood that by means of this invention the cars may be coupled by a person standing on the ground by the side of the cars, and without the necessity of going between them to raise or lower the link. They may be also uncoupled by a person on top of the car, as will be very readily understood.

Having thus described our invention, we claim—

1. The combination, in a pin-and-link car-coupling, of the rock-shaft G, having the cranks and the yoke-arm, with the lifter having the counterpoise inwardly-extending end, and movable longitudinally on the rock-shaft and its yoke-arm, and a spring bearing against the lifter to move it normally forward, substantially as described.

2. The combination, in a pin-and-link car-coupling, of the rock-shaft G, having the cranks, the slotted yoke-arm G<sup>2</sup>, and the keeper or loop G<sup>3</sup>, with the lifter I, having the extending end I' passed through the slotted yoke-arm and the loop, and the coiled spring K on

the shank of the lifter, and bearing between a shoulder formed thereon and the rock-shaft G, substantially as described.

3. The combination, in a pin-and-link car-  
5 coupling, of the detent C, having the notch C<sup>2</sup>,  
and the rock-shaft E, having the arm E<sup>2</sup>, con-  
nected to the coupling-pin and provided with  
the stud e, for engaging with the notch in the de-  
tent when the arm and link are raised, substan-  
10 tially as described.

In testimony that we claim the foregoing as  
our own invention we have hereto affixed our  
signatures in presence of two witnesses.

CHRISTIAN GOOD.  
SOLOMON GOOD.

Witnesses:

H. A. KEPNER,  
R. S. WHEELER.