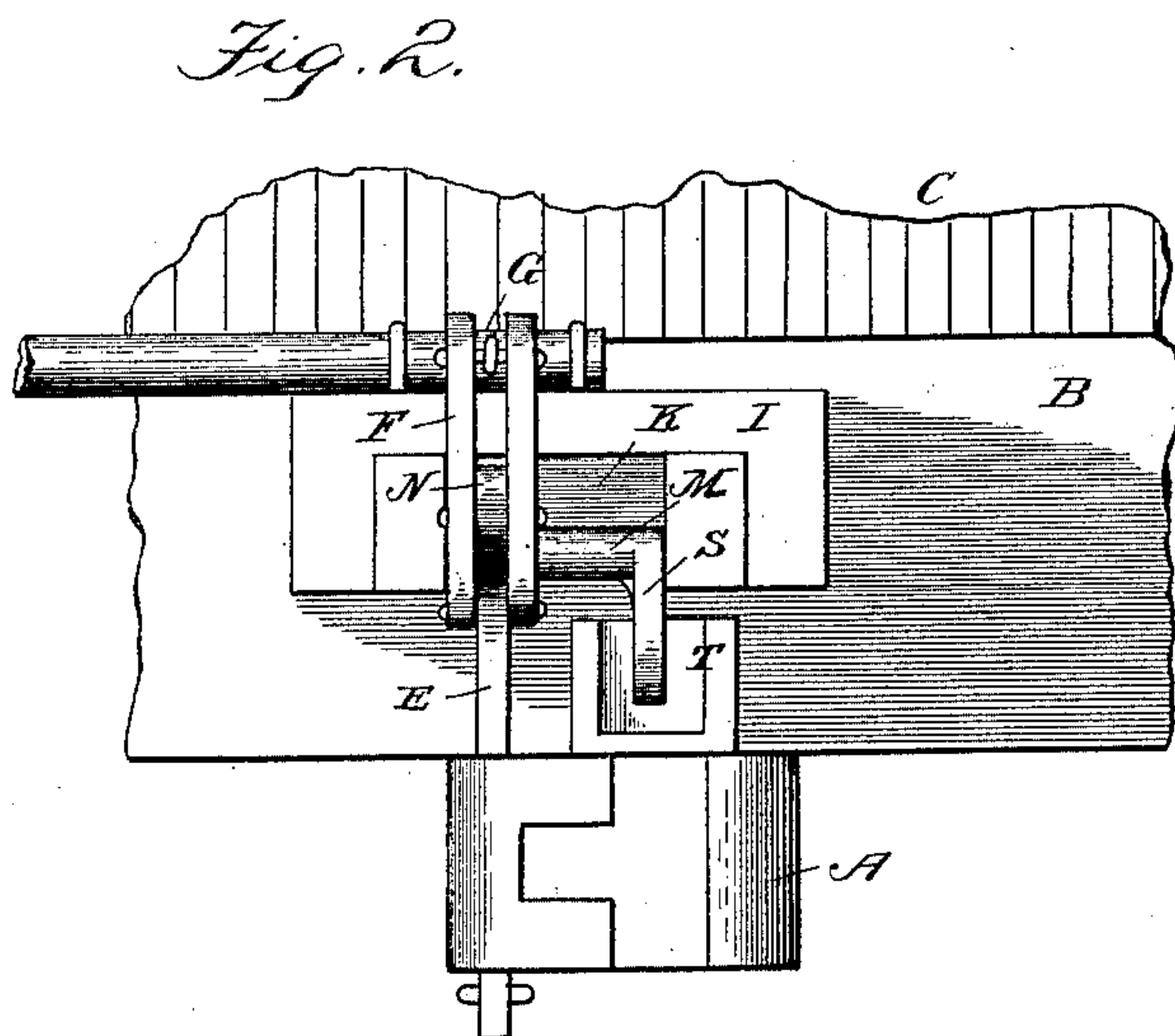
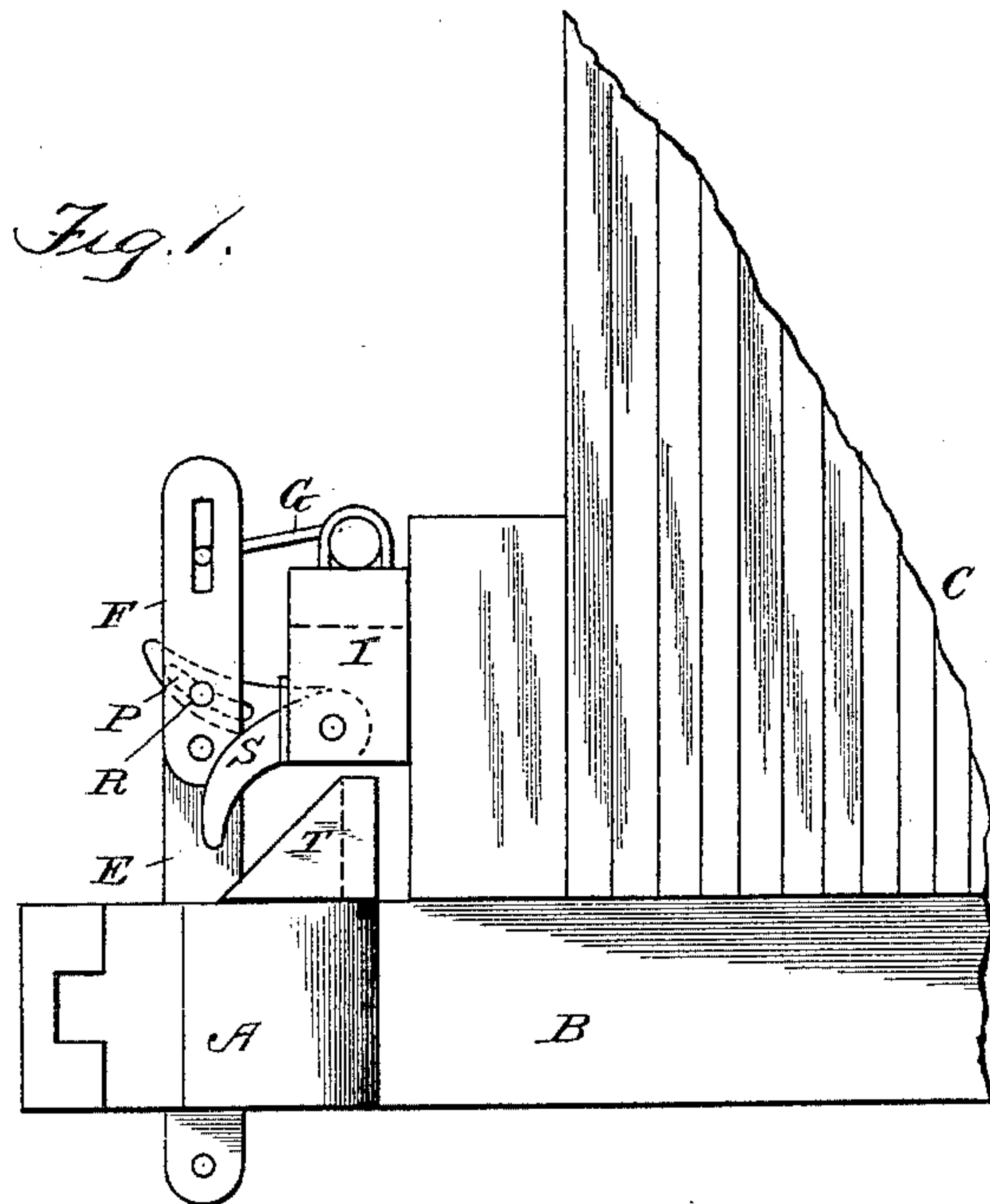


(No Model.)

J. H. GOODE & W. H. ANTHONY.  
CAR COUPLING.

No. 477,176.

Patented June 14, 1892.



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# UNITED STATES PATENT OFFICE.

JOSEPH H. GOODE AND WILLIAM H. ANTHONY, OF RICHMOND, VIRGINIA,  
ASSIGNORS OF ONE-THIRD TO WILLIAM GARSTANG, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 477,176, dated June 14, 1892.

Application filed October 2, 1891. Serial No. 407,541. (No model.)

*To all whom it may concern:*

Be it known that we, JOSEPH H. GOODE and WILLIAM H. ANTHONY, citizens of the United States, residing at Richmond, in the county of Henrico and State of Virginia, have invented certain new and useful Improvements in Car-Couplers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain new and useful improvements in that class of car-couplings in which twin jaws or knuckles adapted to engage each other are employed to effect the connection of the draw-heads; and it has for its objects to provide for automatically uncoupling the draw-heads in case the draw-bar, key, or strap of one of the coupled cars should break and to hold the draw-head of the broken bar, key, or strap so that said bar, key, or strap shall not be pulled out of its seat, as more fully hereinafter explained.

The above-mentioned objects are attained by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of one end of a car and showing our invention applied thereto. Fig. 2 is a view in plan illustrating more clearly the construction and arrangement of the several parts of our invention.

In the drawings the letter A indicates the draw-head of a car, which is located at the forward end of the draw-bar, as usual.

B represents a portion of the lower frame of a car, and C a portion of the body of the same.

The draw-head is provided with the usual curved recess extending vertically through it and opening to the front.

The letter D indicates the pivoted jaw or knuckle, which is set in a recess in the draw-head, as usual, and E indicates the locking bar or pin, which sets in a vertical recess in the draw-head in the usual manner, so as to lock and unlock the shank of the draw-knuckle.

F indicates two slotted links pivoted to the upper end of the bar E, G an arm working between the upper end of said links, and H the rock-shaft to which said arm is attached and by which it is raised to elevate the bar E when the said bar is to be uncoupled from the side.

The above-mentioned devices, with the exception of the slotted links F, which form a part of our present invention, are common to the class of car-couplers above mentioned, and hence need not be more particularly described.

At the forward part of the lower framework of the car is located a block I, having a vertical recess K in front for a short rock-shaft M, which is provided at one end with a forwardly-projecting and upwardly-curved lever N, arranged to work between the slotted links before mentioned. The said lever is provided with a curved slot P, through which passes a pin R, extending through the links above mentioned, so as to properly limit the movements of the parts of the device. The shaft at its other end is provided with a downwardly-curved lever-hook S, which is engaged by and engages the rear wall of the recess in the block T, extending upward from the draw-head.

The operation of our invention is as follows: In Fig. 1 the parts are shown in open position ready to be coupled. When coupled, the locking pin or bar is dropped and lever S bears against the back wall of the recess in the block T, and should the draw-bar break it is immediately drawn forward. The rear wall of the block T lifts the lever-hook S and raises the lock bar or pin, releasing the jaw and the coupling-heads. When the lever S has risen to the position shown in Fig. 1, its movement is arrested and it holds the draw-head, keeping the draw bar or pin from being drawn out of its seat.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent of the United States, is—

The combination, with the locking-bar and links of a twin-jaw car-coupler, of a rock-shaft



having upwardly and downwardly curved le-  
vers and the draw-head and recessed block  
thereon, the upwardly-curved lever being slot-  
ted and confined between the links by a pin  
5 and the downwardly-curved lever adapted to  
be engaged and to engage the rear wall of the  
recessed block, substantially as described,  
and for the purpose set forth.

In testimony whereof we affix our signatures  
in presence of two witnesses.

JOSEPH H. GOODE.

WILLIAM H. ANTHONY.

Witnesses:

E. EVERETT ELLIS,

JOSEPH ROY.