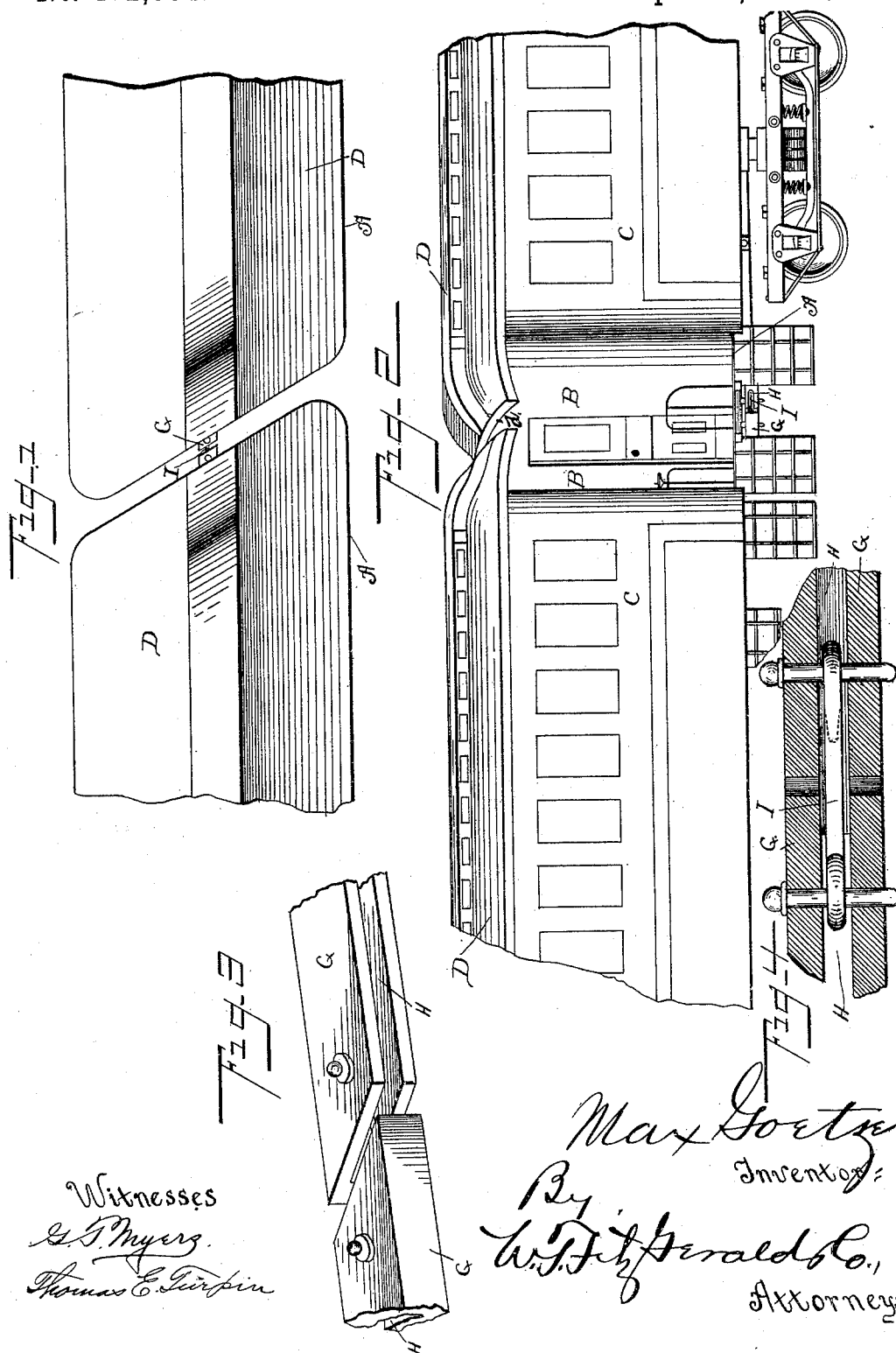


(No Model.)

M. GOETZE.
RAILWAY COACH.

No. 482,634.

Patented Sept. 13, 1892.



Witnesses
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UNITED STATES PATENT OFFICE.

MAX GOETZE, OF FORT MEADE, SOUTH DAKOTA.

RAILWAY-COACH.

SPECIFICATION forming part of Letters Patent No. 482,634, dated September 13, 1892.

Application filed March 26, 1892. Serial No. 426,543. (No model.)

To all whom it may concern:

Be it known that I, MAX GOETZE, a citizen of the United States, residing at Fort Meade, in the county of Meade and State of South Dakota, have invented certain new and useful Improvements in Railway-Coaches; and I 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.

My invention has relation to improvements in railway-coaches; and it has for its general object to so form coaches that the same will be thrown laterally in case of a collision, and thereby be prevented from telescoping.

A further object of my invention is to so couple or connect the cars that the same will be held together during travel, but will be automatically uncoupled or disconnected in case one should be thrown from the track.

To the attainment of the foregoing objects the invention consists in so arranging the transverse edges of the platforms and the end walls of the coach that they will, approximately speaking, respectively rest at an obtuse angle to one side wall and at an acute angle to the other side wall, whereby it will be perceived that when the end of one car is jammed against the end of the other it will take laterally instead of entering the car.

The invention further consists in the provision of a peculiar and advantageous construction of coupler through the medium of which two cars will be automatically disconnected when one is thrown off the track.

The novelty of my invention will be fully understood from the following description and claim, when taken in conjunction with the accompanying drawings, in which—

Figure 1 is a plan view of a train of cars or coaches embodying my invention. Fig. 2 is a side elevation. Fig. 3 is a perspective view of my improved coupler removed, and Fig. 4 is a vertical longitudinal section of the same.

In the said drawings similar letters designate corresponding parts throughout the several views, referring to which—

A indicates the bottom of my improved car, the edges of which describe a parallelogram, as better illustrated in Fig. 1 of the drawings.

Rising from the bottom A of the car at a

suitable distance from the ends thereof are the vertical end walls B, which are arranged parallel with the said ends of the bottom for a purpose presently to be described.

Suitably connected to the bottom A and end walls B are the vertical side walls C of the cars, each of which, in conjunction with the end walls B, forms an acute angle and an obtuse angle, as illustrated.

Mounted upon and suitably secured to the end and side walls B C is the top D, with an overhanging hood *d*, which is preferably of a corresponding shape to the bottom A, as illustrated.

By reason of the bottom A and the top D, with its hood, being of the peculiar shape, illustrated and described and the end walls B being respectively arranged at an acute angle to one side wall and at an obtuse angle to the other side wall it will be readily perceived that when one end of a car or coach is forced or jammed against the end of another car or coach it will slide laterally thereon and will be thrown from the track, when through the medium of the coupler presently described it will be disconnected from the car remaining on the track, so as not to draw the same off.

Suitably connected to the ends of the cars in the ordinary or any approved manner are the draw-heads G of my improved coupler, which have their outer ends beveled, so that the same will rest at an acute angle to one side wall and at an obtuse angle to the other side wall in conformity to the shape of the cars.

Formed in the shorter sides of the draw-heads G and extending from the outer ends thereof a sufficient distance are slots H, which are designed and adapted to receive and allow a lateral play of the links I, which are provided with eyes at their inner ends designed to receive the pins of their respective draw-heads and are provided at their opposite ends with hooks to engage the pins of other draw-heads. By this construction of draw-head it will be readily perceived that should a car be thrown from the track the links carried by its draw-heads will disengage from the pins carried by the draw-heads of the cars to which it is connected, whereby it will be seen that the car that leaves the track will not pull other cars with it.

Although I have specifically described the construction and relative arrangement of the several elements of my improvements, yet I do not desire to be confined to the same, as
5 such changes or modifications may be made as fairly fall within the scope of my invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

- 10 The combination, with the cars of the character described, of the couplings having their front portions beveled in opposite directions,

the side walls having slots formed therein and on opposite sides thereof, and a link with a hook and eye, adapted to be connected to the
15 couplings by means of pins, substantially as and for the purposes specified.

In testimony whereof I affix my signature in presence of two witnesses.

MAX GOETZE.

Witnesses:

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