

(No Model.)

J. D. GOOLEY
CAR COUPLING.

No. 521,262.

Patented June 12, 1894.

Fig. 1.

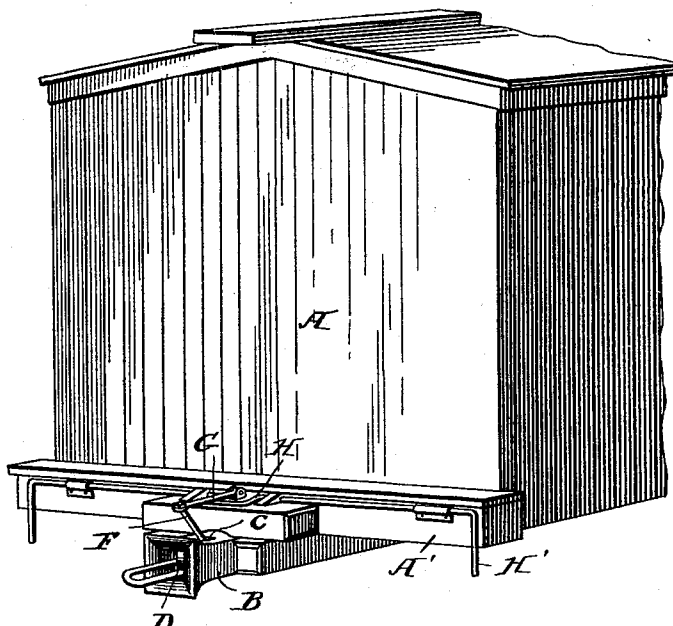


Fig. 3.

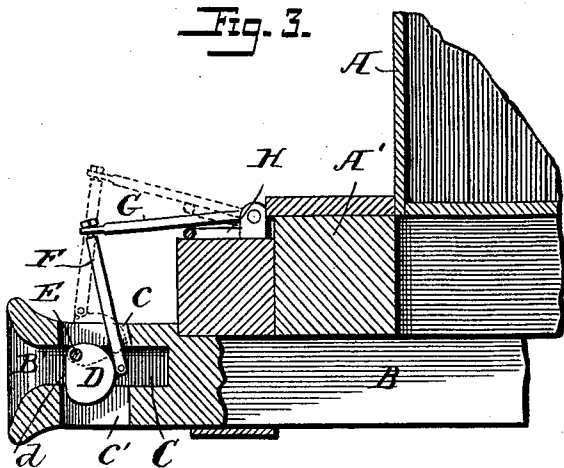
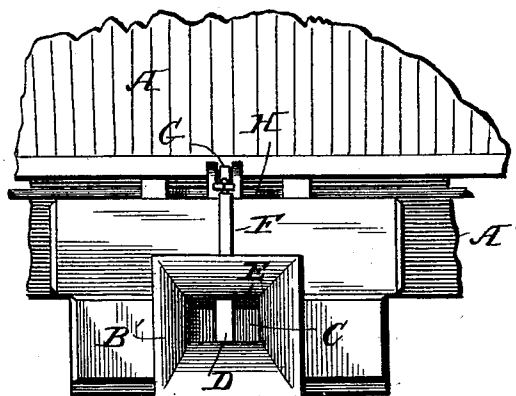


Fig.2.



Witnesses

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JACOB DICK GOOLEY, OF PORTLAND, OREGON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 521,262, dated June 12, 1894.

Application filed August 7, 1893. Serial No. 482,575. (No model.)

To all whom it may concern:

Be it known that I, JACOB DICK GOOLEY, residing in Portland, Multnomah county, Oregon, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention relates to car couplers, and it has for its object to improve and simplify such car couplers, and at the same time provide an automatic coupler which can be operated to uncouple from any desired position, and which will couple automatically, and which may be applied to and used in connection with the ordinary draw-heads now in general use, and to these ends my invention consists in a construction having the features substantially as hereinafter more particularly set forth.

Referring to the accompanying drawings, Figure 1, is a perspective view of the end of a car having my improved coupling applied thereto. Fig. 2, is an enlarged front view of the coupling; and Fig. 3, is a longitudinal section through the coupling and the supporting parts of the car.

It is well known that in order to meet the requirements of the law, it is necessary that car couplers should be capable of automatically coupling, and also capable of uncoupling, without requiring the operator to pass between the coupled cars, and many and various devices have been suggested to comply with these requirements, and at the same time provide a simple and effective coupler, which is not liable to get out of order, and which can be cheaply applied under the existing conditions, and it is the object of my present invention to supply this want, and to provide a practical coupler, which can be readily applied to the ordinary draw-heads commonly used on freight cars and the like.

Referring to the accompanying drawings, A represents the end of any ordinary or proper car, it being shown as the end of an ordinary box freight car, having an end or cross-beam A', beneath which is arranged the usual draw-bar B, the details of mounting this draw-bar not being shown herein, as they may be of any usual construction and arrangement. This draw-bar, as ordinarily constructed, is provided with a flaring mouth B', in the center of which is a recess C, ex-

tending to a greater or less distance into the end of the draw-bar head, and it is usual to provide a coupling pin which passes through openings in the upper and lower sides of the draw-bar head, and serves to hold the coupling link in position, but this pin is not automatic in its operation. In place of this usual construction, I extend the openings c, c', in the upper and under faces of the draw-bar head, so as to form slots coincident with each other, and in these slots I mount what I term a flattened wheel D, which takes the place of the ordinary coupling pin. This flattened wheel D is substantially of the configuration best illustrated in Fig. 3, being substantially D-shaped, having a flattened side d and provided with an eccentric pivot pin E, preferably arranged near the upper, forward periphery of the wheel, so that the flattened side d coincides with the forward ends of the slots c, c'. This flattened wheel is thus mounted and pivoted so that it can be raised automatically by the coupling link of the adjacent coupler, and when the link reaches the inner portion of the slot, the flattened wheel falls by gravity, or otherwise, to its normal position, and forms a locking device for the link, the coupling, therefore, being automatic.

In order to raise the flattened wheel for the purpose of uncoupling, I provide some sort of a mechanism connected to the wheel and adapted to be operated from the side, top or other convenient position on the car, so that the operator is not required to pass between the ends of the adjacent cars, and I have shown a pitman or link F, having one end connected to the flattened wheel, while the other end is connected to an arm G, mounted on a transverse bar H, which is shown as supported on the transverse end plate A' of the car, and provided with a handle or handles H'. It will be seen that by operating the handles, the arm G is raised, and through the medium of the link F, the flattened wheel is also raised to the position indicated in dotted lines, Fig. 3, when the coupling link can be readily withdrawn.

It is evident that other appliances than the handle H' may be used for operating the flattened wheel, as for instance, a chain or rod from the top of the car, or other conven-

ient position, but I have not deemed it necessary to illustrate the particular construction of these parts.

From the above construction, it will be
5 seen that an ordinary draw-bar, as in common use, can be readily adapted for use in connection with my invention, it only being
10 necessary to extend the openings or slots *c*, *c'*, and to mount the flattened wheel in these openings, in the manner shown, and this can
15 be done without weakening the coupler head in any substantial degree, and it not only provides an automatic coupler which can be operated from outside the car, but furnishes
a more substantial retaining means for the link than the ordinary coupling pin.

While I have thus described and illustrated the preferred embodiment of my invention, it
20 is evident that the details of construction can be varied without departing from the essential features thereof.

What I claim is—

In a car-coupler, the combination with the ordinary draw-head having the usual flaring mouth and recess extending therefrom and 25 provided with slots in the upper and under portion, of a flattened wheel eccentrically mounted in the slots, the flattened portion being arranged to bear upon the forward end of the slot and the curved portion to form a 30 bearing for the coupling-link, a link connected to the flattened wheel, and a lever for operating the link and wheel, substantially as described.

In testimony whereof I have signed my 35 name to this specification in the presence of two subscribing witnesses.

JACOB DICK GOOLEY.

Witnesses:

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ROBERT T. PLATT.