J. G. GOSHON.

Car Coupling.

No. 26,568. Patented Dec. 27, 1859.

Fig. 1

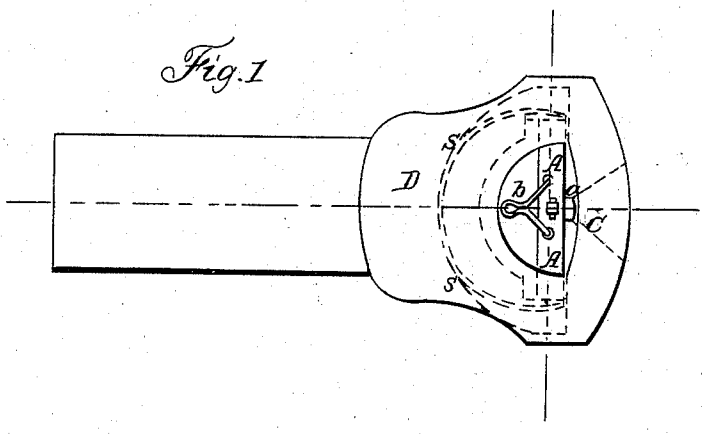


Fig. 4

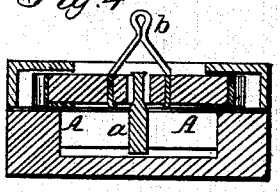


Fig. 2.

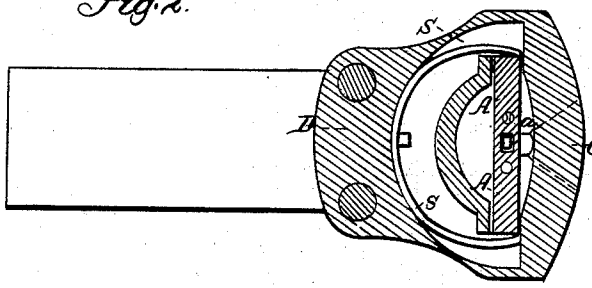


Fig. 5.

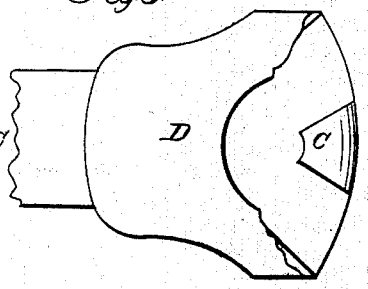
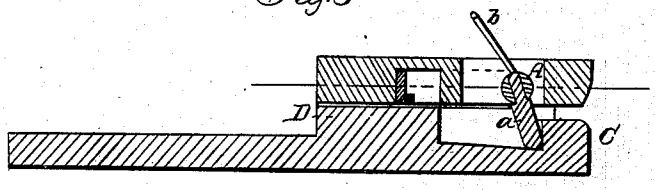


Fig. 3



Witnesses:
Henry Ridley
John B. Taylor

Inventor:
J. G. Goshon

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

J. G. GOSHON, OF SHIPPENSBURG, PENNSYLVANIA, ASSIGNOR TO HIMSELF, H. RUBY, J. WONDERLICH, AND H. R. RUBY, OF SAME PLACE.

RAILROAD-CAR COUPLING.

Specification of Letters Patent No. 26,568, dated December 27, 1859.

To all whom it may concern:

Be it known that I, J. G. GOSHON, of Shippensburg, in the county of Cumberland and State of Pennsylvania, have invented a new and useful Improvement in Railroad-Car Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, forming part of this specification, in the several figures of which similar characters of reference denote the same part.

Figure 1 is a top view of draw bar with my coupling attached. Fig. 2 is a vertical section on line *x x* of Fig. 3. Fig. 3 is a vertical section on line *y y*. Fig. 4 is a vertical section on line *x x* of Fig. 1. Fig. 5 is a top view of draw bar showing the projection or bearing of the bolt.

The nature of my invention consists in a longitudinally moving shaft held in position by a semicircular spring, and to which the bolt is attached. When the cars come together the link presses against the bolt and turns the shaft until it passes the bolt, which then falls back and catches in the link, and the draft pulls the bolt against the projection of the draw bar which prevents it from coming out. The shaft also has an arm on top by which it may be turned and the bolt raised out of the way, in uncoupling the cars by hand, until the link is removed. In case of a car running off the track the sudden jerk to one side causes the spring to yield and draws the shaft aside thus allowing the bolt to slip out of the link and of course uncoupling the cars.

In the drawing D is the drawbar A the longitudinal moving shaft, S the spring which holds it in position, *a* the bolt, *b* the arm of the shaft, and *c* the projection of the drawbar.

In coupling the cars, when they come together the link forces the bolt *a* back until it passes it, when it falls back and is inserted in the link, the draft pulling it against the projection *c* and thus keeping it in its place. Should a car be thrown off the track, the wrench to one side causes the spring S to yield and forces the shaft A and bolt *a* to one side and easily slips the link off the bolt; thus uncoupling the cars and preventing the rest of the train from being thrown off the track. In uncoupling the cars by hand, by turning the arm *b*, of the shaft A, the bolt *a* is raised out of the way while the link is being removed.

Having thus described my improvement I claim—

The longitudinal moving shaft A in combination with the spring S, bolt *a*, arm *b* and projection *c* substantially as for the purposes set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

J. G. GOSHON.

Witnesses:

RANELS C. BARYHUBER,

JAMES M. FISHER.