

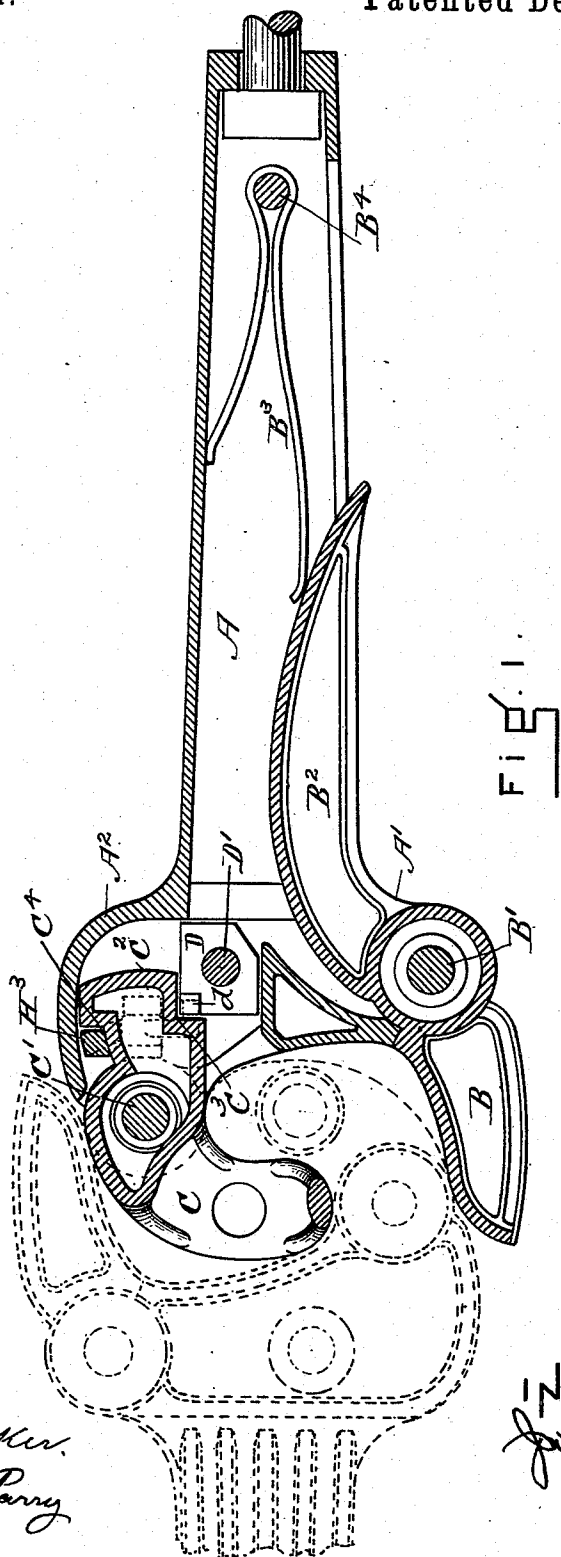
(No Model.)

2 Sheets—Sheet 1.

J. GOETTEL.
CAR COUPLING.

No. 572,794.

Patented Dec. 8, 1896.



WITNESSES

Frank G. Parker.
William H. Parry

INVENTOR
John Goettel

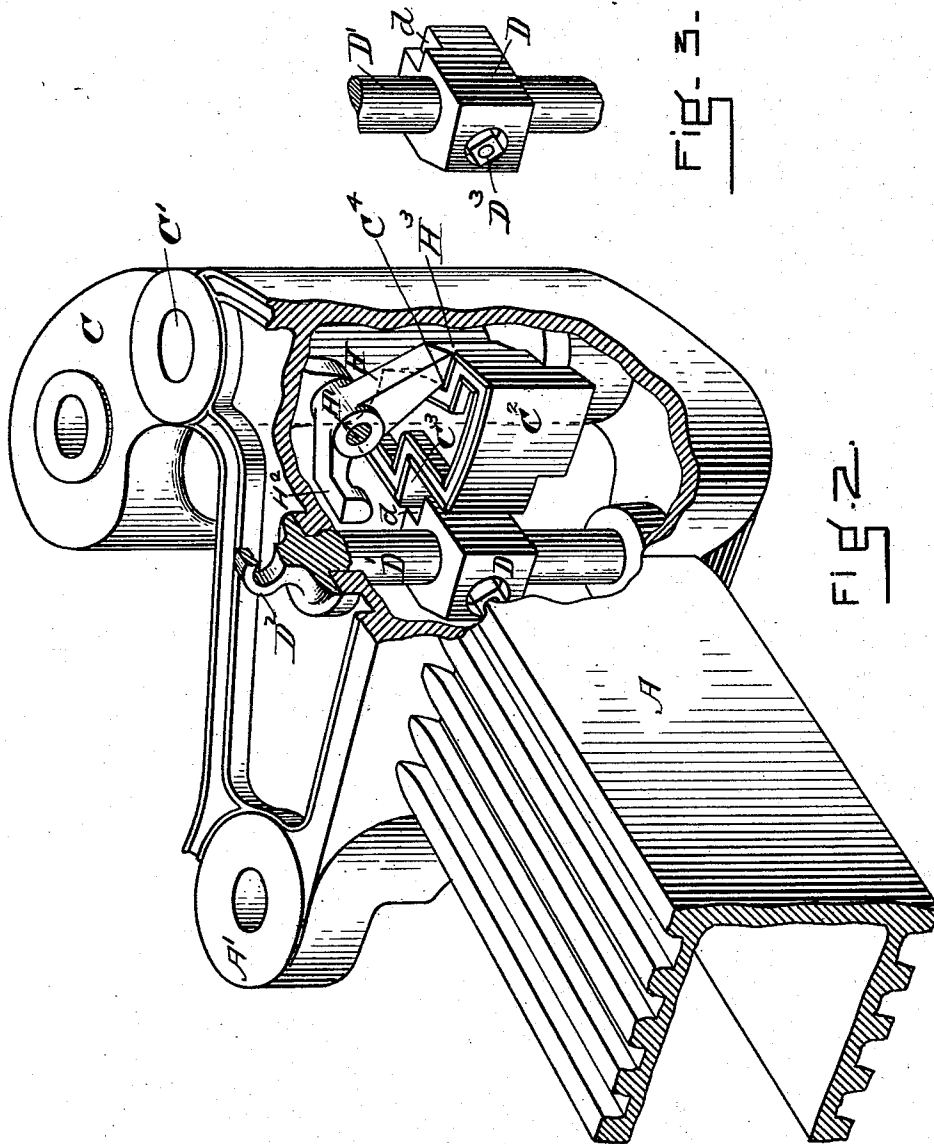
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John G. Gutter

UNITED STATES PATENT OFFICE.

JOHN GOETTEL, OF BOSTON, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 572,794, dated December 8, 1896.

Application filed November 15, 1895. Serial No. 569,082. (No model.)

To all whom it may concern:

Be it known that I, JOHN GOETTEL, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Car-Couplings, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to that class of car-couplings that have automatic lateral hooks and is embodied in a device by which the opening jaw is unlocked and thrown open by a single movement, the object being to make a car-coupling which is self-connecting and self-locking and which can be unlocked and disconnected by the movement of one part, which movement may be made by the trackman without danger to himself. This object I attain by the mechanism shown in the accompanying drawings, in which—

Figure 1 is a horizontal section taken through one member of a pair of couplings. Fig. 2 is a perspective view. Fig. 3 shows in perspective the lock-block and a part of its bolt.

As the two members of my improvement are exactly alike, I will describe one of them in detail.

A in the drawings represents the main casting, forming the body of the coupling.

A' and A² are shoulders cast integrally with the part A. To the shoulder A', I connect by a pivot-pin B' a jaw B B², Fig. 1. This jaw is held in its normal position by a spring B³, located in the interior of the part A and held by a stud B⁴, as shown.

The object of making the jaw B B² a yielding one is to prevent its breaking by the shock when two cars are caused to strike violently together. This part of my coupling need not be more fully described, as it is not claimed in this application, and is fully described in Patent No. 388,856, granted to me September 4, 1888; subject, car-couplings.

To the shoulder A², I attach an opening and closing jaw C. This jaw C is pivoted on the pin C' and is free to open and close, except when locked closed by the lock-block D. The action of the locking device is as follows: The jaw C has a part C² extending rearward, as shown in Fig. 2, which part is made with a vertical rabbet C³, adapted to receive the lock-block D when the lock-block is let down

into its locking position, as shown in Fig. 2, but when the block D is raised up the rear part C² of the jaw C is free to swing under it, thus allowing the jaw C to be opened.

To open the jaw C, I have the following-described device: H is a bent lever pivoted at H'. The upper end H² of the bent lever H overhangs the top of the block D, but does not come in contact with it except when the block is raised up. Then the bottom of the recess *d* (see Figs. 2 and 3) will engage with the under side of the arm H² of the bent lever and cause it to rise. This engagement of the block and lever does not take place until the block has been raised so high as to clear the end C² of the jaw C and thus left the jaw free to be opened. The rising of the arm H² of the bent lever causes the lower arm H³ to swing inward against the back (at C⁴) of the rear extension C² of the jaw C. This movement of the arm H³ will throw the rear extension C² of the jaw C inward and thus open the jaw and uncouple the cars, or, in case the cars are to be coupled, allow the two members of the coupling to come together and be joined.

The lock-block D is attached by a pin D³ to the bolt D'. This bolt D' serves to keep the block in place and also as a means of lifting the block when it is desired to unlock the coupling and to open it. For this purpose the bolt D' is provided at its upper end with an eye D², to which a cord, chain, or rod may be attached and by which the bolt and lock-block may be raised or lowered. If desirable, the bolt D' may be connected to a hand-lever and be operated from the side of the car.

It is obvious that the block D and bolt D' may be cast in one piece, in which case the block D should extend through the upper wall of the shoulder A² and should have a projection or lug or some other means for engaging with and operating the bent lever H.

It will be noticed that in case the jaw C is open then the lock-block D will rest upon the top of the rear or locking end of the jaw, and that if the jaw C is closed the lock-block will fall into position and lock the coupling automatically.

I claim—

In a car-coupling the swinging jaw C having a rearward projection C² made with a ver-

tical rabbet C³ adapted to receive the lock-
block D, and the lock-block D: with the bent
lever H pivoted at H' and having an over-
hanging end H² adapted to engage with the
5 lock-block D substantially as and for the pur-
pose set forth.

In testimony whereof I have signed my

name to this specification, in the presence of
two subscribing witnesses, on this 23d day of
August, A. D. 1893.

JOHN GOETTEL.

Witnesses:

H. H. BERRY,
WILLIAM SEARS.