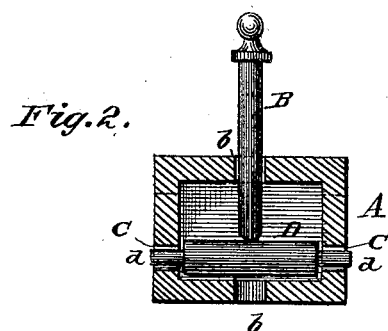
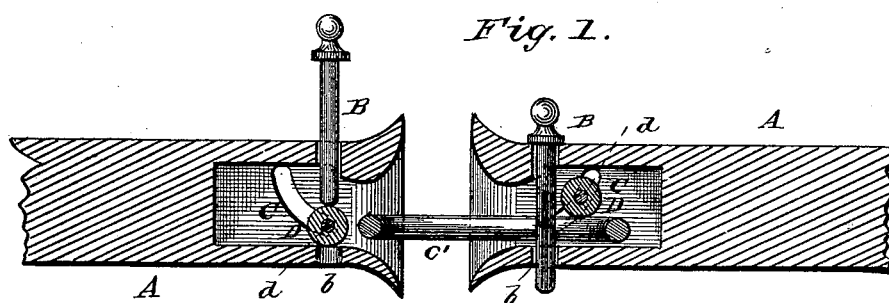


(No Model.)

W. DEETZ.  
CAR COUPLING.

No. 262,538.

Patented Aug. 8, 1882.



WITNESSES:

*And. G. Dieterich.*  
*P. C. Dieterich.*

INVENTOR.

*Wm. Deetz*  
per. *H. W. Fitzgerald* ATTORNEYS.

# UNITED STATES PATENT OFFICE.

WILLIAM DEETZ, OF SPAFFORD, WISCONSIN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 262,538, dated August 8, 1882.

Application filed April 12, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM DEETZ, a citizen of the United States, residing at Spafford, in the county of La Fayette and State of Wisconsin, have invented certain new and useful Improvements in Car-Couplings; 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 relates to improvements in the class of car-couplings in which the pin is supported upon some movable device that will be thrown or forced backward by the link when coming in contact therewith, and fall down on top of the rear end of link and hold it in a horizontal position for coupling the cars, while permitting the locking-pin to fall by its own gravity; and the invention consists in novel means for carrying out the above-described object, while assisting to hold the link down in place, all as will be hereinafter fully described, and set forth in the claim hereto annexed.

In the accompanying drawings, Figure 1 represents a longitudinal vertical section, showing the position of the locking-pins when raised and lowered, and also the different positions when the pin has dropped down; Fig. 2, a transverse section through one of the draw-heads with the pin in a raised position.

In the drawings, A represents two draw-heads having the usual bell-mouthed openings for the reception of the link; B, the usual locking-pin, and *b b* the openings through which the locking-pins pass.

C represents curved or segmental guide-slots

for the reception of the journals *d d* of the heavy roller D, adapted to sustain the locking-pin in position for the reception of the link *c'*, as shown in Figs. 1 and 2. As the draw-heads come together the roller will be knocked from under the pin and thrown rearwardly and upwardly, so as to rest on top of the link, tending to hold it down in a horizontal position when it is desired to couple the cars, while the pin will drop down in position and engage the link in the usual manner.

The above-described construction, while being simple, is effective in operation.

I am aware of patents numbered 183,353 and 224,754, and I do not wish to be understood as claiming broadly anything shown, described, or claimed in said patents.

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

In a car-coupler, the combination, with the locking-pin B, connecting-link *c'*, and roller D, having journals *d d*, of the recessed draw-head having the curved or segmental slots *cc* through the sides thereof for the reception of the journals of said roller D, whereby in coupling the cars the roller will be thrown backward and upward, so as to fall down directly on top of said link, as and for the purpose herein shown and described.

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

WILLIAM DEETZ.

Witnesses:

JOHN COLLINS,  
M. W. RICHARDSON.