

(No Model.)

H. DEITZ.
CAR COUPLING.

No. 487,663.

Patented Dec. 6, 1892.

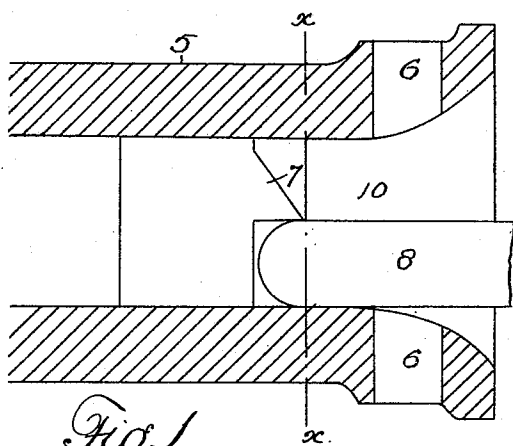


Fig. 1.

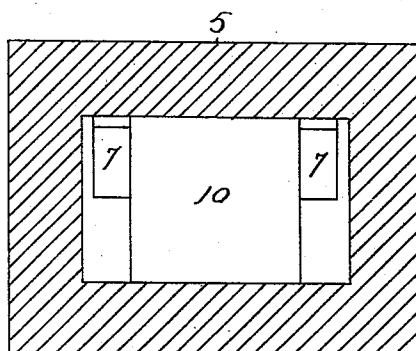


Fig. 2.

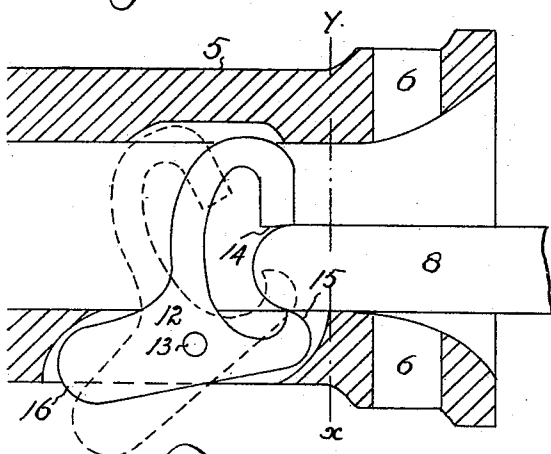


Fig. 3.

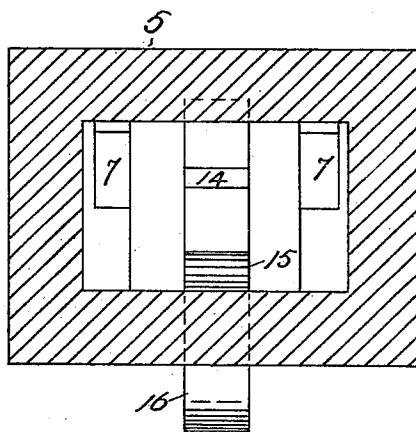


Fig. 4.

WITNESSES:

G. J. Rollandet.
Wm. M. Connell

INVENTOR

Henry Deitz
BY *A. J. Brien*
ATTORNEY.

UNITED STATES PATENT OFFICE.

HENRY DEITZ, OF DENVER, COLORADO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 487,663, dated December 6, 1892.

Application filed March 15, 1892. Serial No. 425,071. (No model.)

To all whom it may concern:

Be it known that I, HENRY DEITZ, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Automatic Link-Holders; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in link-holders for freight-car draw-heads; and the object of the improvement is to provide a draw-head adapted to support the coupling-link in a horizontal position and therefore in a position to enter the recess in the opposite draw-head.

This improvement is adapted for use either with automatic coupling devices where the coupling-link is retained or with the ordinary link-and-pin construction. In the latter case as the draw-heads have been constructed heretofore it is necessary for the trainman to stand between the cars and support the link with one hand and thus guide it into the draw-head of the approaching car. The danger of this practice and the many accidents resulting therefrom are well understood. My improved draw-head is intended to do away with the necessity of supporting this link with the hand, and is so constructed that the link when adjusted is automatically supported in the proper position for coupling.

To these ends the invention consists of the features, arrangements, and combinations hereinafter described and claimed.

The improvement will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a longitudinal vertical section taken through the draw-head, showing one means of supporting the link. Fig. 2 is a vertical transverse section taken on the line $x x$, Fig. 1. Fig. 3 is a longitudinal section showing an auxiliary locking-dog,

which may be used in connection with the construction shown in Figs. 1 and 2. Fig. 4 is a transverse section taken on the line $y y$, Fig. 3, showing both constructions.

Similar reference-characters indicating corresponding parts or elements in the several views, let the numeral 5 designate the draw-head, 6 the vertical aperture for the ordinary pin, 10 the link-recess, and 8 the link. Each draw-head is provided with a stationary depending lug 7, located above the rear portion of the link-recess and adapted to engage the top of the rear extremity of the link when the latter is suitably adjusted. The position of the link when engaged by lugs 7 is illustrated in Fig. 1. Centrally located in the rear part of the draw-head, being pivoted in a slot formed in the bottom thereof, is the dog 12, which when the link is not in place occupies the position shown by dotted lines in Fig. 3, the lower forward extremity projecting upward into the rear portion of the link-recess, the hook-shaped upper part 14 being thrown backward, which position the dog normally occupies by virtue of its weighted rear extremity 16, located back of the pivot 13. As soon, however, as the link is shoved backward to engagement with part 15, said part is depressed while the hook-shaped upper part is made to engage the upper surface of the link's rear extremity, whereby the latter is maintained in the horizontal position ready to enter the recess of the opposite draw-head.

The movable dog 12 and the stationary lugs 7 (one on each side) may be used together or separately, as may be desired or found necessary. The link usually occupies an inclined position within the draw-head—that is, with its outer extremity considerably lower than its inner extremity.

When it is desired to couple with another car, the trainman raises the outer extremity of the link and shoves the rear extremity under lug 7 or to engagement with the dog 12, or to engagement with both, as may be desired. The link is then supported in such a manner as to enter the opposite draw-head, thus obviating the necessity of the trainman stand-

ing between the cars when they come together. As most of the accidents occur at this time my improvement is believed to obviate the chief danger to trainmen during the
5 coupling of the cars.

Having thus described my invention, what I claim is—

The draw-head provided with the station-

ary lugs 7 and the movable dog 12, substantially as and for the purpose set forth. 10

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

HENRY DEITZ.

Witnesses:

WM. McCONNELL,

LOUIS E. P. WILKES.