

M. KURTZEMAN.
Car-Couplings.

No. 151,890.

Patented June 9, 1874.

Fig. 1

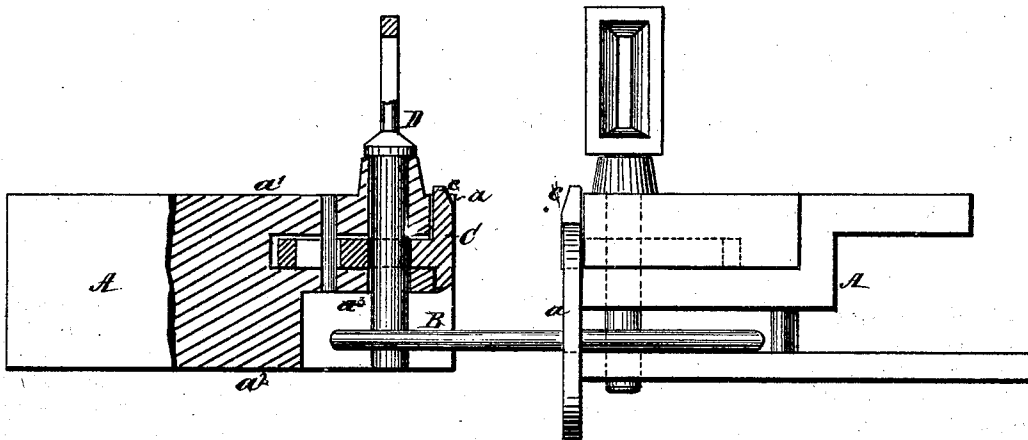
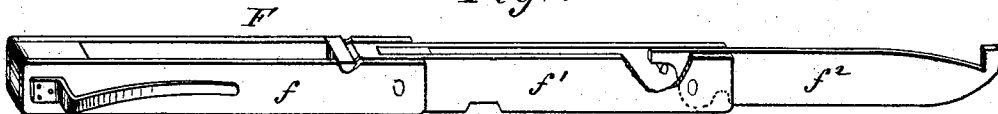


Fig. 2.



WITNESSES:

G. Watkins.
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ATTORNEYS.

UNITED STATES PATENT OFFICE.

MARTIN KURTZEMAN, OF CRESTLINE, OHIO.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **151,890**, dated June 9, 1874; application filed March 23, 1874.

To all whom it may concern:

Be it known that I, MARTIN KURTZEMAN, of Crestline, in the county of Crawford and State of Ohio, have invented a new and useful Improvement in 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 accompanying drawing, forming a part of this specification, in which—

Figure 1 is a side elevation, partly in section; Fig. 2, a perspective view.

The invention relates to means for uncoupling cars; and it consists in a device of peculiar construction, by the use of which the necessity of going between cars to uncouple them is avoided.

The invention will first be fully described in connection with all that is necessary to a full understanding thereof, and then pointed out in the claim.

In Fig. 1 of the drawing, A represents the draw-bars; B, the buffer-heads, and D coupling-pins, all of common construction, excepting the pins, which are made either with a plain vertical slot, or with a slot from which rises a gradual incline at top, bottom, and sides, the former allowing the pin to be lifted out from the top of the car, while the latter allows the same thing to be done from one side. F is my pin-lifter, that is formed of several, but preferably three, parts, the two,

$f f^1$, having parallel plates or sides, between which the hinged ones, $f^1 f^2$, are folded. The section f^1 has two lateral ears or stops at the rear end, that fit into a notch of section f , while section f^2 has a rear arm that is stopped by a transverse rivet in the section f^1 .

This coupling pin-lifter may be folded up and put in the pocket, or it may have a spring-catch near the rear end, by which it is readily attached to some part of the person.

When it becomes necessary to uncouple two cars, the man stands on the top of car, straightens out the uncoupler, and causes the hooked end to enter the eye of pin, which is then easily lifted out of the link; or he may, if on the ground, likewise insert the instrument within the slot with equal facility.

Having thus fully described my invention, what I claim is—

A folding uncoupler, F, consisting of three parts, $f f^1 f^2$, the parts $f f^1$ having each a longitudinal groove, and the part f notches, in which fit studs of part f^1 , and the part f^2 having a rear arm, stopped by a cross-pin or rivet in section f^1 , substantially as and for the purpose specified.

MARTIN KURTZEMAN.

Witnesses:

LORENZ SCHICK,
JOSEPH ZELLER.