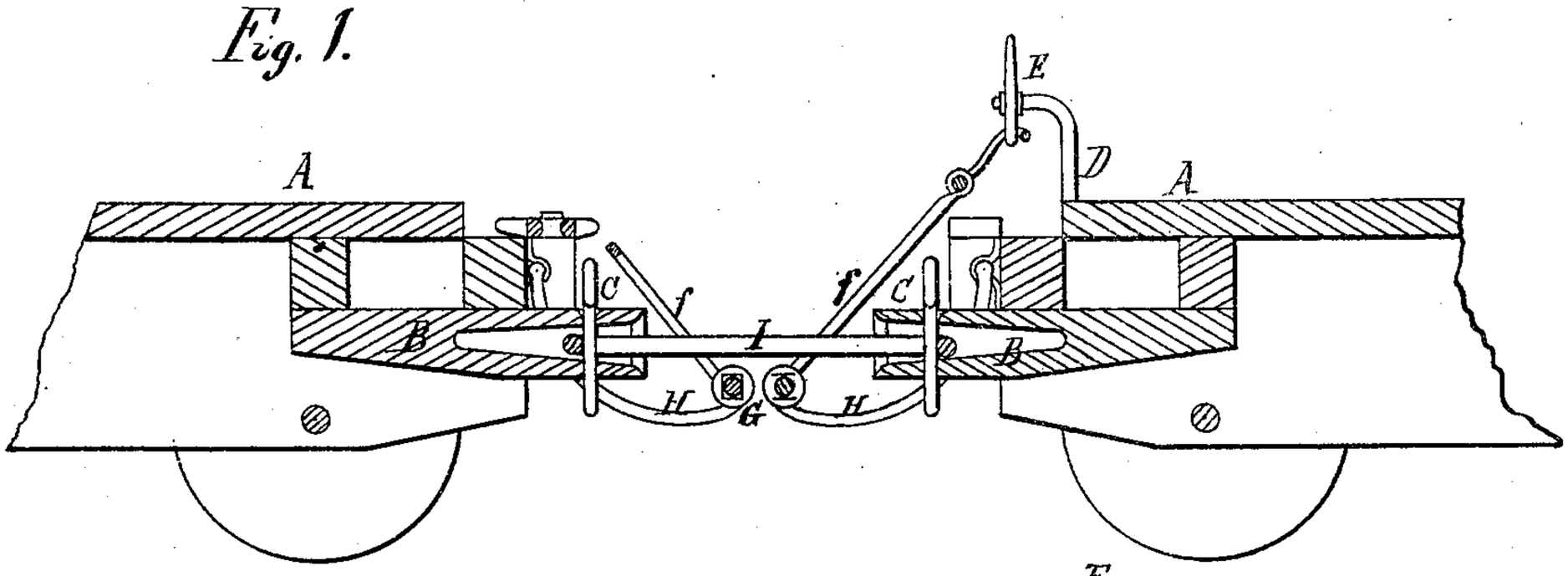
N. M. HETZLER.

Car-Couplings.

No. 149,220. Patented March 31, 1874.

Fig. 1.



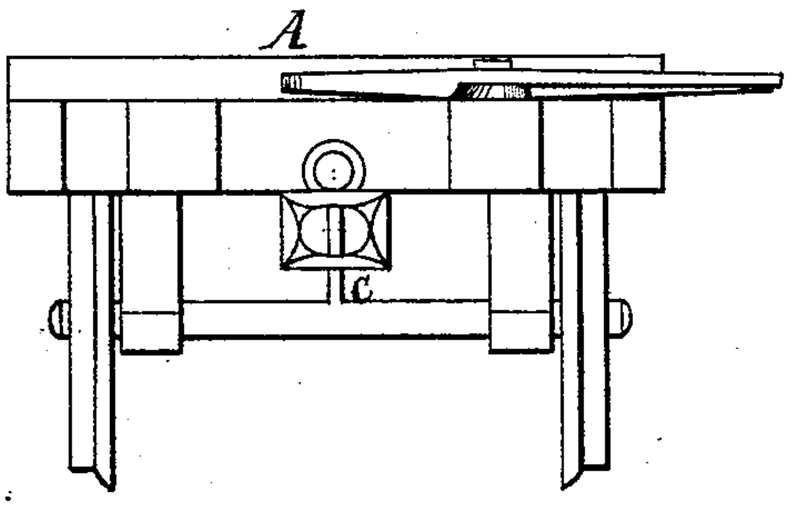


Fig. 2.

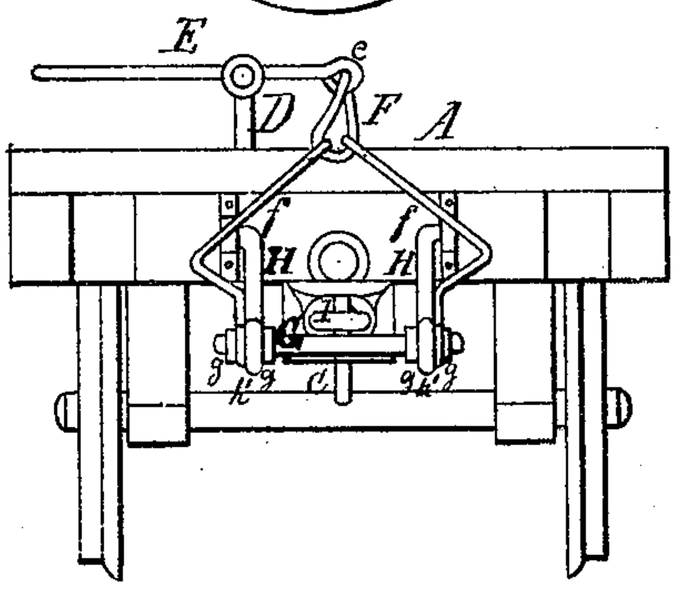
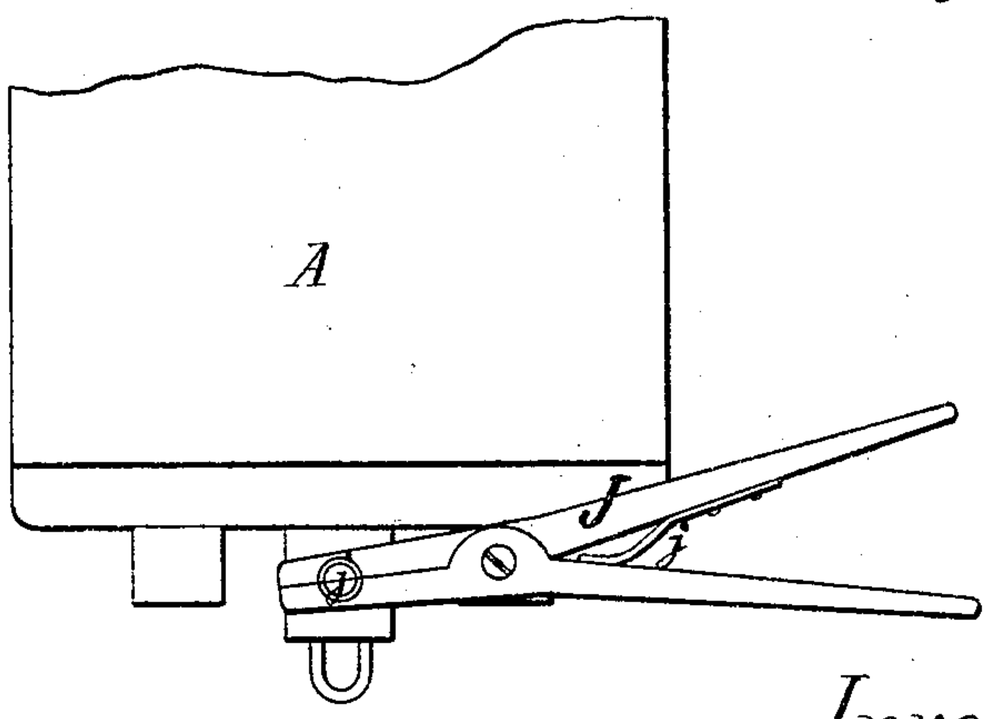


Fig. 3.

Fig. 4.



Witnesses.
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A.M. PHOTO-LITHOGRAPHIC Co. N. Y. (OSBORNE'S PROCESS.)

UNITED STATES PATENT OFFICE.

NATHANIEL M. HETZLER, OF OTTAWA, KANSAS.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **149,220**, dated March 31, 1874; application filed May 31, 1873.

To all whom it may concern:

Be it known that I, NATHANIEL M. HETZLER, of Ottawa, in the county of Franklin and State of Kansas, have invented a new and valuable Improvement in Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of my improved car-coupling by a longitudinal central section. Figs. 2 and 3 are end views of the same. Fig. 4 is a top view of one of the parts.

My invention relates to car-couplings; and it consists in the lifting devices for lifting and righting the coupling-link of a railroad-car.

The object of my invention is to do away with the direct manipulation of coupling links and pins, and interpose a leverage movement, to be operated either from the platform of the car or from the side of it, instead of the ordinary manner, between the cars, thereby avoiding all personal danger of the operator, such as crushed limbs or death by crushing.

In the drawings, A represents the platform of a car, to which a coupling-head, B, of ordinary construction is fastened, in the ordinary manner, as is also the drop or coupling pin C. A standard, D, is fastened to the end of the platform, on the horizontal arm of which a lever, E, is fastened, one end of it, *e*, having a link, F, with two straddling rods, *f*, connected to it. The rods *f* are connected with a lifting-bar, G, and the motion of the same is guided by two swinging levers, H, which, with their L-shaped ends, swing in suitable bearings *h* on the frame-work of the car, and embrace the bar G with their other eye-shaped ends *h'*. The ends of the bars *f* and H are laterally secured by and between nuts *g*. The motion of the bar G is circular, and serves to pull the link I, when it is lifted, outwardly and against the coupling-pin C, whereby it is not so liable to give way or play before it is coupled by the other pin. The other pin C is inserted into an opening, *j*, in the jaws of a pair of pinchers, J, and held there suspended by aid of a spring, *j*, until the link I has entered the corresponding coupling-head B sufficiently to be secured by the pin. The operator, by pressing the arms of the pinchers J together, liberates the pin C from its hold, and it drops into the hole in the coupling-head B, thereby securing the link I and coupling the respective cars.

What I claim as my invention, and desire to secure by Letters Patent, is—

The coupling-link-lifting device, consisting of the standard D, the lever E, the link F, the straddling rods *f*, the guide-rod H, the bearings *h*, the bar G, and the nuts *g*, all combined substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

NATHANIEL M. HETZLER.

Witnesses:
JAMES HANWAY,
JAMES A. AMBROSE.