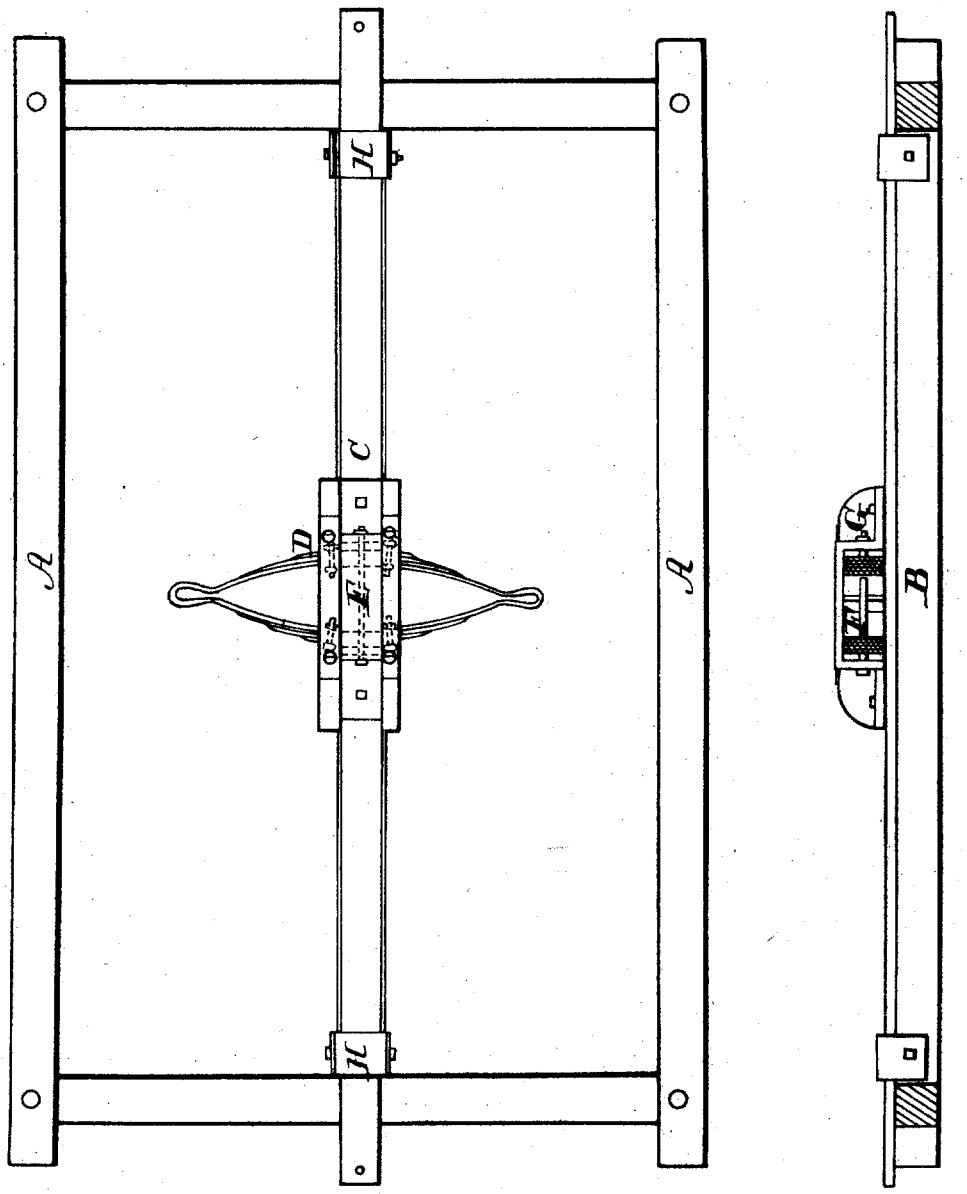
9795X

L. PICKERING AND J. LIGHTNER.

Car Bumper.

Patented June 28, 1836.



THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

Daniel A. Pickering jr
and
John Lightner
Letters Patent

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The Schedule referred to in these Letters Patent, and making part of the same Containing a description in the words of the said Daniel A. Pickering jr. and John Lightner themselves of their Improvement in the manner of attaching Rail Road Cars to the motive power.

To all people to whom these presents shall come; Daniel A. Pickering jr. & John Lightner both of Boston County of Suffolk and State of Massachusetts, sends Greeting... Be it known, that we Daniel A. Pickering jr. & John Lightner have invented, made, constructed and applied to use, a new and useful improvement in the manner of attaching Rail Road Cars to the motive power wherein each Car is attached in the train by a particular Spring, which we call the Independent Drag Spring possessing advantages over all other modes of attaching the same as the Shaft is connected through the whole train by a Stiff Iron Spring uniting the Spring to act Independantly on such Car to which applied either in progress or stoping. The advantages which are perceived at first view over that mode by which the whole train is connected by one Spring. That being made very stout and strong is inoperative in most emergencies. Herewith is forwarded to the Patent Office a model, and two sets of Drawings, by reference to which this specification can be readily understood.

Our Improvement is represented by a frame of wood which represents the Car to which the axle trees are attached, with a perch through the centre. A A. are the side pieces to which the axle trees are attached. B the perch. C is a Shaft of Iron sufficiently strong to sustain the Train of Cars, extending the length of one Car, secured in its place by clamps made fast to the Perch, in which it is moveable. D is an elliptic

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Spring of sufficient Strength to sustain one Cam E a clasp passing over and enclosing the Spring and made fast to the Shaft F a Bolt through the centre of the Spring fastned to the side of the clasp, on which the Spring is movable. G a Box or two Seperate pieces of Cast Iron or other material with an aperter in each side or piece to admit the Spring at its greatest tention; secured to the Perch ~~herring~~ for the Shaft and Spring to work in. of sufficient Strength for a Stop or Stay H H are clasps over the Shaft Secured to the perch in which the Shaft moves. We claim as our invention the Shaft, the manner it Slides on the perch, The Spring attached to it. We claim as an arrangement the clasp and rod that sustains the Spring, and the Box or Sides secured to the Perch, operating as stops on the Shaft and Spring work. For which purpose that the exclusive right may be secured to us according to law.

In testimony that the foregoing is a true specification of our said improvement, We have hereunto Set our hand this 29 day of April in the year of our Lord One thousand eight hundred and thirty six

Daniel N. Pickering Jr.
John Leghlner

Witnesses
John C. Parke
Alex: Murray.

(Pickering)

Exd. 11.96.

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(Rec'd & Recorded amen June 13. 1840.)