D. O. PENDER.

Car-Couplings.

No. 137,860. Patented April 15, 1873.

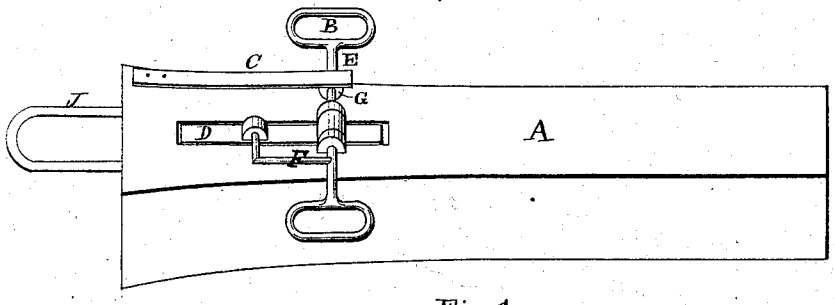

Fig. 1.

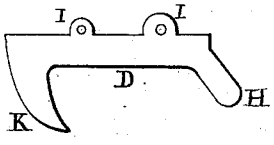

Fig. 2.

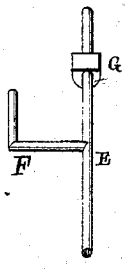

Fig. 3.

Witnesses.

F. O. Connell.
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Daniel O. Pender

UNITED STATES PATENT OFFICE.

DANIEL O. PENDER, OF PALMYRA, MICHIGAN.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **137,860**, dated April 15, 1873; application filed February 20, 1873.

To all whom it may concern:

Be it known that I, DANIEL O. PENDER, of the town of Palmyra and State of Michigan, have invented a new and useful Improvement in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the same, which will enable others skilled in the art to make and use my invention, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification, like letters referring to like parts.

My invention consists in the attachment of a crank-shaft having a cam, handles, and trip-bar to a draw-head, so that the cars can be coupled or uncoupled without the attendant going between them, and thereby avoiding the danger of his being crushed in the operation.

In the drawing, Figure 1 represents a perspective view of a car-coupler embodying my invention. Fig. 2 represents my trip-bar, and Fig. 3 represents the crank-shaft with cam and handles.

In order to use my improved car-coupler I put the link J in one draw-head, and as the cars come together the link enters the draw-head on the other car, strikes against the hook K on the trip-bar D, and passes under it when it falls through the link, and the coupling is effected. To uncouple the cars, I take hold of the handle B and turn the crank-shaft E up, which raises the front end of the trip-bar D, and the link J is free to pass out. The plane surface on the front side of the cam G keeps the trip-bar D up with the pressure of the spring C. Should the link J pass into the draw-head while the trip-bar is up, the link will strike against the back end of the trip-bar H, which trips the trip-bar down to position. The crank-shaft E passes through lugs on the draw-head and through the trip-bar D at I, and the arm F is attached to the trip-bar D at I.

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

The crank-shaft E, having cam G, and arm F and spring C, in combination with the trip-bar D of the draw-head, as described, and for the purpose set forth.

DANIEL O. PENDER.

Witnesses:

W. F. CORNELL,

A. BENNETT.