

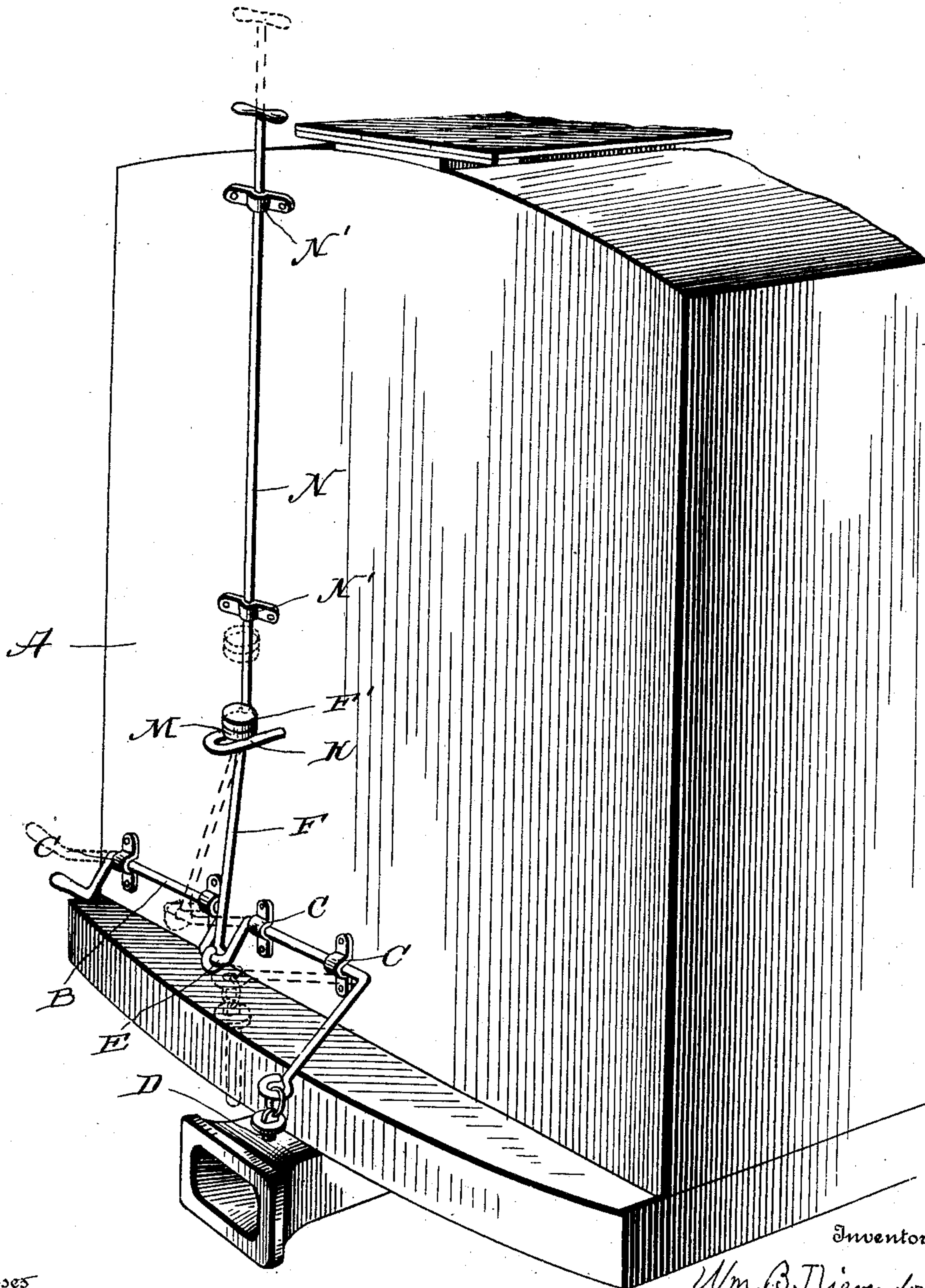
No. 719,096.

PATENTED JAN. 27, 1903.

W. B. DIEVENDORF.  
GRAVITY PIN LIFTER FOR CAR COUPLINGS.

APPLICATION FILED NOV. 18, 1902.

NO MODEL



Witnesses

R. A. Boswell.  
A. L. Hough

By

Franklin H. Hough,

Attorney

Inventor

Wm. B. Dievendorf



# UNITED STATES PATENT OFFICE.

WILLIAM B. DIEVENDORF, OF SPRAKERS, NEW YORK.

## GRAVITY PIN-LIFTER FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 719,096, dated January 27, 1903.

Application filed November 18, 1902. Serial No. 131,886. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM B. DIEVENDORF, a citizen of the United States, residing at Sprakers, in the county of Montgomery and State of New York, have invented certain new and useful Improvements in Gravity Pin-Lifters for Car-Couplers; 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 drawing, and to the letters of reference marked thereon, which forms a part of this specification.

This invention relates to new and useful improvements in means for uncoupling cars, and especially in the provision of a gravity pin apparatus whereby the pin held in the couplers may be raised or lowered without the necessity of the operator going between the cars.

More specifically, the invention consists in the provision of means for raising the pin from the car-coupler by means of a longitudinally-movable rod mounted on the end of the car and having an eye formed in one end, through which a bar has slight movement, whereby the pin may be lifted from the lower portion of the car independently of the longitudinal rod.

My invention consists, further, in various details of construction and combination of parts, which will hereinafter be more fully described and then specifically set forth in the appended claims.

My invention is illustrated in the accompanying drawing, in which I have shown a perspective view of the device attached to the end of a car, said view showing on dotted lines the operative parts raised to their highest limit.

Reference now being had to the details of the drawing by letter, A designates the end of the car, and B a bail-shaped member which is journaled in suitable bearings C on the end of the car. The inner end of said bail-shaped member has pivotal connection with the pin D, adapted to fit through the coupler, while the other end of said bail-shaped member forms a handle, whereby the pin may be drawn out of the coupler from the lower portion of the car. Said member B is bent to form a

crank E, to which crank portion a bar F is pivotally connected, the upper end of said bar being provided with a head F' and is guided by means of an eye K, attached to the end of the car.

A rod N is held to the end of the car by means of eyes N' and has a longitudinal movement, the upper end being positioned adjacent to the roof of the car and provided with a suitable loop or handle, while its lower end is bent at right angles into an eye M, through which said bar is passed. When the rod N is at its lowest limit, the eye M is adapted to rest against an eye K, carried by the end of the car, in which position it will be observed that the bail-shaped member may be raised and lowered, and also the bar F, independently of the rod N, thus enabling an operator to raise a pin out of the coupling without going to the top of the car to operate the rod N. When the operator desires from the roof of the car to raise the pin, the same may be done by pulling up on the rod N, which will cause the eye at the lower end thereof to contact with the end of the bar F and raise the latter, which will cause the bail-shaped member to rock and the pin to be raised out of the coupling. By releasing the rod the pin will drop to its lowest position by gravity.

From the foregoing it will be observed that by the provision of an apparatus as shown and described an efficient means is had of raising and lowering the pin and couplers without the necessity of an operator going between the cars and also by means whereby the pin may be raised, if desired, without operating the same from the roof of the car.

While I have shown the particular details of construction of the apparatus illustrating my invention, it may be observed that I may make slight alterations in the construction of the same without departing from the spirit of my invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A pin-lifting apparatus for car-couplers, comprising in combination with a bail-shaped member pivoted on the car, a pin pivotally connected to one end of said member, a bar having pivotal connection with the crank portion of said member, an eye, fastened to one

end of the car through which said bar is guided, a longitudinally-movable rod held to the end of the car, the lower end of said rod turned into an eye at right angles to the length of the rod and through which said bar passes, a head on the upper end of said bar against which the lower end of the rod contacts to raise the bar and rock the bail-shaped member, whereby the pin may be raised out of the coupler, as set forth.

2. A pin-lifting apparatus for car-couplers, comprising in combination with the car a bail-shaped member mounted to rock in suitable bearings on the end of the car, a pin pivoted to one end of said member, a bar pivotally connected to the crank portion of said bail member, a guide-staple carried by the car

and through which said bar passes, a longitudinally-movable rod, eyes carried by the car and through which said rod passes, the lower end of said rod being bent at an angle, and into an eye through which said bar passes, said lower end of the rod adapted to contact with said staple to limit its downward throw and to contact with the head of the bar to raise the latter and cause the bail to rock and to lift the pin from the coupler, as set forth.

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

WILLIAM B. DIEVENDORF.

Witnesses:

L. WM. H. KLINKHART,  
WILLIS C. SHINEMAN.