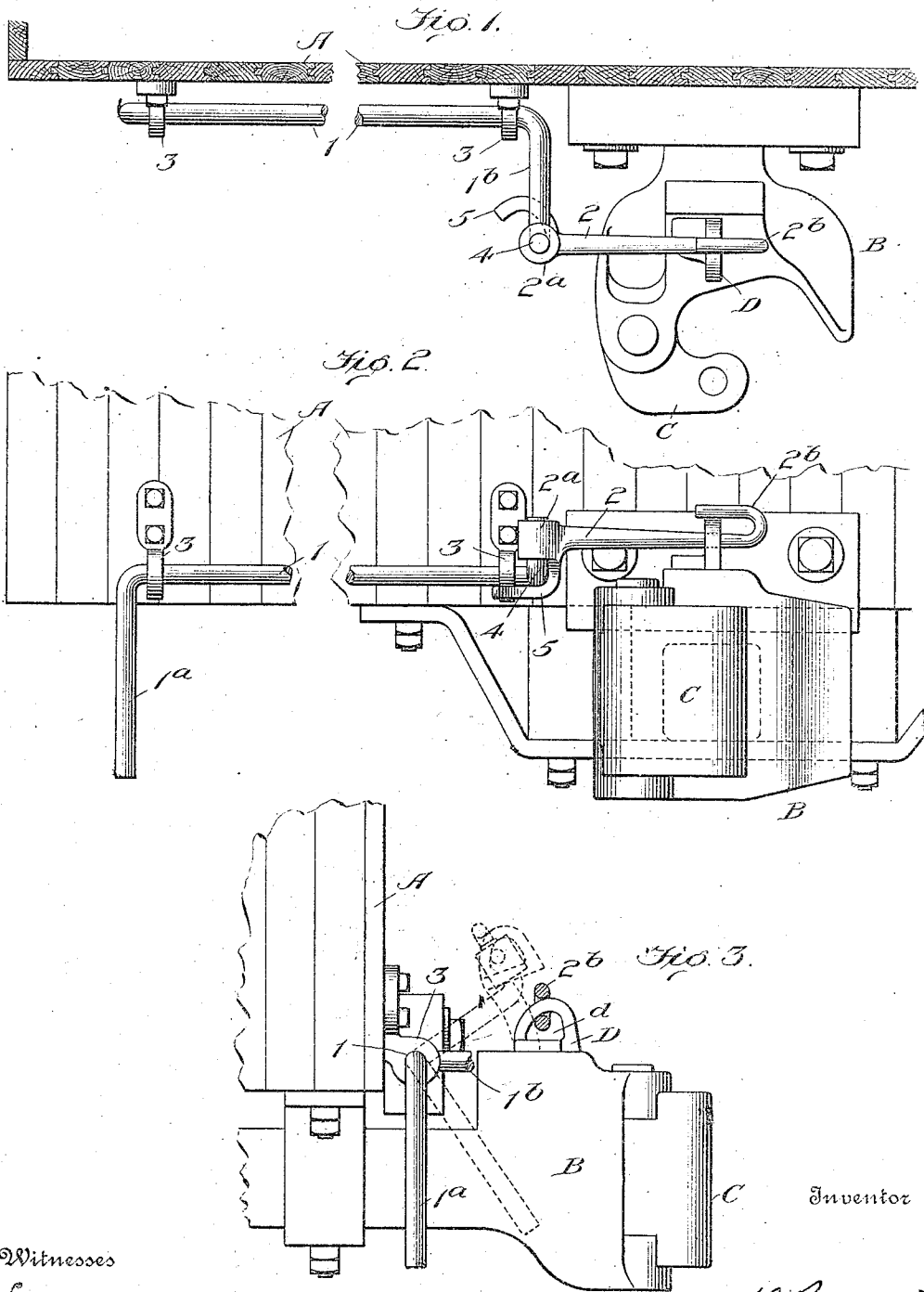


T. N. RUSSELL.
 UNCOUPLING DEVICE FOR CAR COUPLINGS.
 APPLICATION FILED MAR. 2, 1911.

1,009,183.

Patented Nov. 21, 1911.



Witnesses

Edwin L. Bradford
 M. E. Dye.

By

Thomas N. Russell
 Ritter & Ritter
 Attorneys

Inventor

UNITED STATES PATENT OFFICE.

THOMAS N. RUSSELL, OF LIMA, OHIO.

UNCOUPLING DEVICE FOR CAR-COUPPLINGS.

1,009,183.

Specification of Letters Patent.

Patented Nov. 21, 1911.

Application filed March 2, 1911. Serial No. 611,754.

To all whom it may concern:

Be it known that I, THOMAS N. RUSSELL, a citizen of the United States, residing at Lima, in the county of Allen and State of Ohio, have invented certain new and useful Improvements in Uncoupling Devices for Car-Couplings; and I do hereby 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.

My invention relates to the construction of uncoupling devices for car couplings, and has for its object the provision of uncoupling devices for operating the coupler lock, said devices so connected with each other and with the lock as not to interfere with the normal movements of the coupler or cause undue strain upon the coacting parts.

To this end my invention generally stated embraces an uncoupling device for car couplings comprising two members, the first, or main member, adapted to be journaled on a car, the second, or auxiliary member adapted to loosely engage the lock of a car coupler, one of said members being provided at its end with a vertical pintle and the other of said members being provided at its end with a hub to engage the pintle on the first named member, and one of said members being also provided with a guard to prevent the accidental disengagement of said members when the device is in service.

There are other, minor, features of invention, all as will hereinafter more fully appear.

In the drawings chosen for the purpose of illustrating my invention, the scope whereof is pointed out in the claim, Figure 1 is a plan view of uncoupling devices embodying my invention shown as attached to the end of a car and connected with the locking pin of a vertical plane coupler; Fig. 2 is a view, in front elevation, of the uncoupling devices shown in Fig. 1, and Fig. 3 is a view of the uncoupling devices in side elevation, parts broken away, showing in full line the coupler with the lock in the lower or locked position and in dotted line the lock in the raised or unlocked position, and the uncoupling devices in the position they assume in raising the lock.

Like symbols refer to like parts wherever they occur.

I will now proceed to describe my invention more fully so that others skilled in the

art to which it appertains may apply the same.

In the drawings, A indicates the end of a car to which the uncoupling devices are attached, B a coupler, C the knuckle, and D the locking pin thereof, the locking pin having at its upper end an eye or clevis through which one end of the auxiliary member of the uncoupling lever passes loosely.

As the above noted devices may be of any well known character, and as their connection with the car and mode of operation are well known to those skilled in the art, further description thereof is not here required.

The numeral 1 indicates the main member of the uncoupling devices and 2 the auxiliary member. The first of these members is journaled on the car body by brackets 3, or otherwise as may be desired, and the second is so journaled on the first member as to be capable of rotation in a horizontal plane on the journal connection of the members, to accommodate the longitudinal movements of the coupler. The member 1 is bent at one end as at 1^a to form a crank arm constituting means for rotating said member, and is bent at the other end at right angles to the arm 1^a to form a crank arm or offset member 1^b to receive the auxiliary member 2, which latter member extends to and loosely engages the coupler lock C, when the coupler is not in service. The end of the horizontal crank arm 1^b of main member 1 terminates in a vertical pintle 4 for the reception of a hub on one end of the auxiliary member 2.

The numeral 2 indicates the auxiliary member of the uncoupling devices. This member is provided at one end with a hub 2^a by which it pivotally engages the vertical pintle or pin 4 of the main member 1. At its other end, where it passes through the eye on the upper end of the locking pin, the auxiliary member is bent back to form a hook 2^b which insures at all times the operative connection between the lock and auxiliary member 2 without restricting the necessary independent movement of said parts.

On the auxiliary member 2 and adjacent to the hub 2^a thereof is a keeper or guard member 5 which is adapted to extend under the main member 1 adjacent to pintle 4 thereof; to prevent the accidental discon-

nection of the main member 1 and auxiliary member 2 when the uncoupling devices are in service. In order that the hub of member 2 may be readily slipped on pintle 4 of main member 1, said keeper or guard member 5 is located to one side, or eccentrically disposed, with relation to the hub 2^a. This permits the hub to be placed on the vertical pintle or pin 4 when the auxiliary member is alined with crank arm 1^b, but enables the keeper or guard lug 5 to extend under member 1 and prevent the disengagement of the parts when the auxiliary member is in its normal, or operative, relation at right angles to said crank arm 1^b.

The main member 1 having been secured to the car body A by means of the brackets 3, in which said member 1 is journaled to rotate, said member 1 in its normal position will have the outer crank arm 1^a in a vertical pendent position, and the crank arm 1^b on its inner end in substantially horizontal position extending forward to carry the auxiliary member 2 into position to engage the lock D of the coupler A. The auxiliary member 2 which is journaled on the vertical pintle or pin 4 of member 1 will extend in a horizontal plane to the lock D, the inner hooked end of said auxiliary member projecting through the eye d of the lock-member to form a hook and eye connection therewith which will permit of necessary play between the parts without danger of disengagement when in service. The above noted relation of the parts allows of a sufficient horizontal rotary movement between the same to accommodate all normal movements of the coupler without wear or strain on the coacting parts.

When it is desired to raise the lock D for

uncoupling, the pendent arm 1^a at the outer end of main member 1 is turned upward and away from the end of the car thus rotating the main member 1 and carrying the horizontal inner arm 1^b upward and toward the car. The auxiliary member 2 which is journaled on the pin 4 at the end of arm 1^b of member 1 moves upward and backward with arm 1^b of member 1, carrying with it the locking pin D with which its hooked end 2^b engages.

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

In an uncoupling device for operating the lock of a car coupler, the combination with a rotatable lever having a plurality of crank arms, one of said crank arms extending forwardly from the car upon which the device is mounted and being provided with a pintle forming a vertical angle with said crank arm, of an auxiliary member interposed between said rotatable lever and the lock of the coupler and adapted to actuate said lock, said auxiliary member being angularly disposed with respect to said forwardly extending crank arm and being formed with a hub which receives the said pintle and being also provided with a guard member, the said hub and guard member being arranged to normally occupy positions on opposite sides of the forwardly extending crank arm.

In testimony whereof I affix my signature, in the presence of two subscribing witnesses.

THOMAS N. RUSSELL.

Witnesses:

JOHN LESTER MUMAUGH,
SVEN PETER ALQUIST.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."