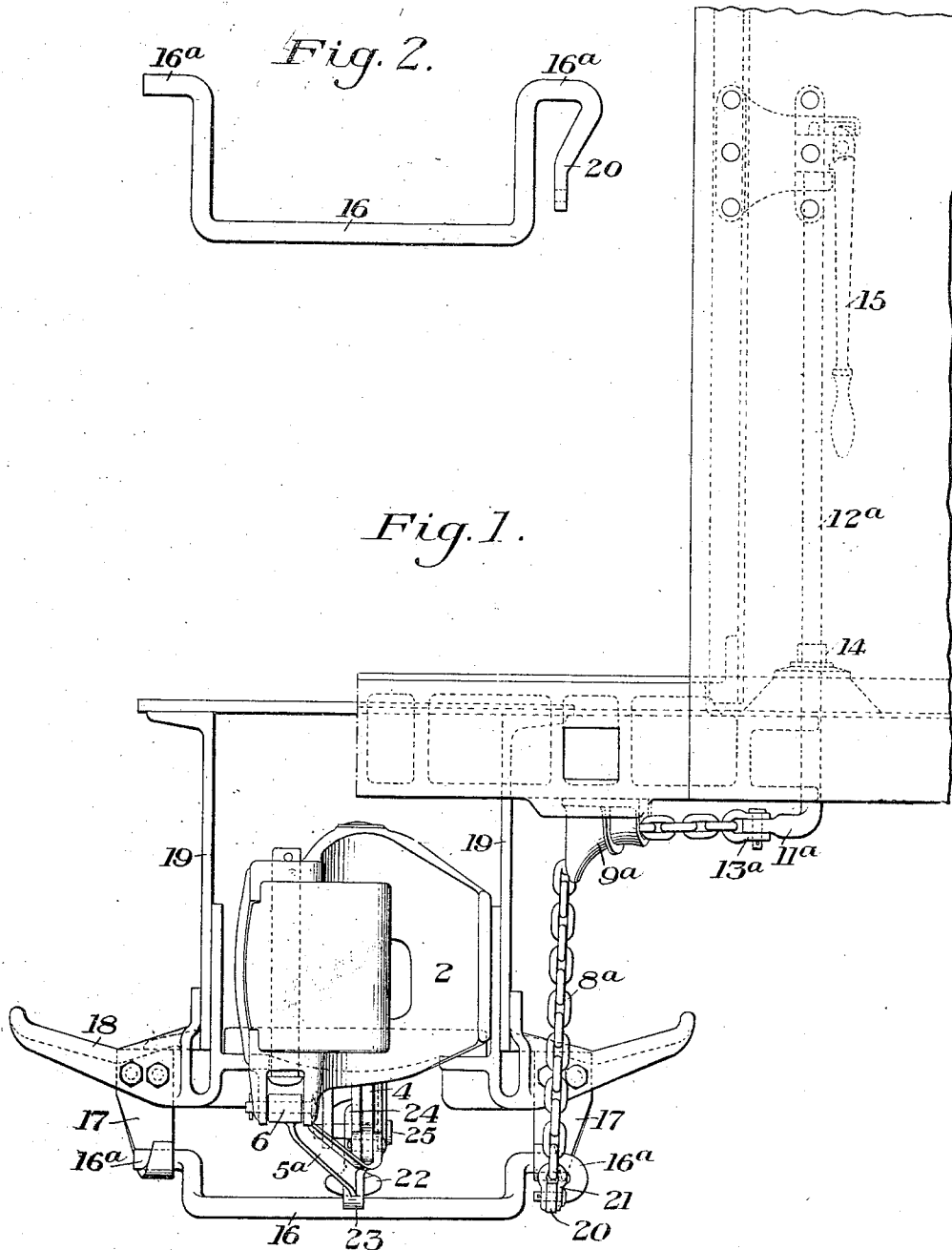


E. H. SCHMIDT.
 UNCOUPLING MECHANISM FOR CAR COUPLINGS.
 APPLICATION FILED OCT. 12, 1909.

1,026,705.

Patented May 21, 1912.

2 SHEETS—SHEET 1.



WITNESSES

R. A. Balderson
 G. B. Blumig

INVENTOR

E. H. Schmidt,
 by Baker, Byones & Parmelee,
 his Attys.

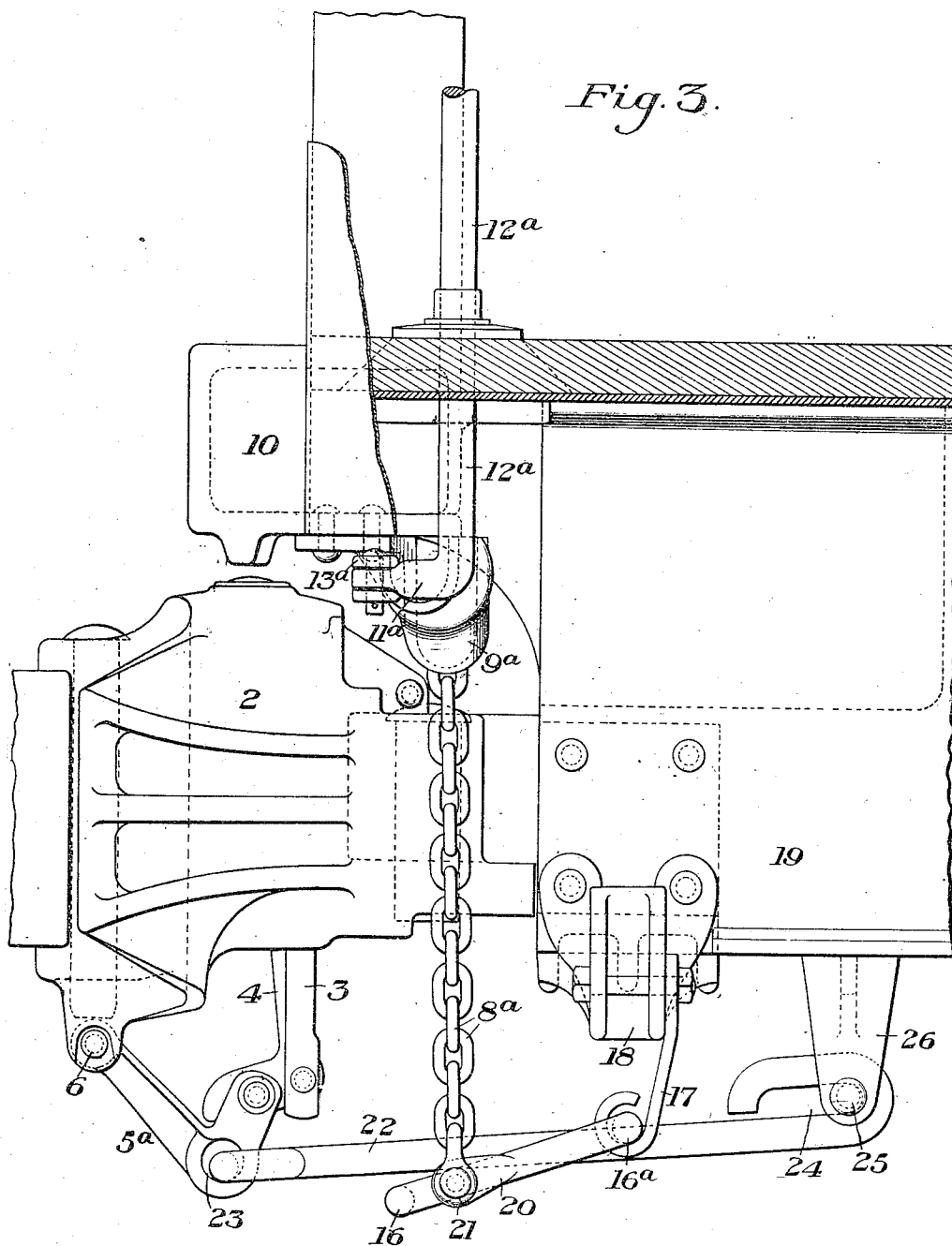
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Fig. 3.



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R. A. Balderson
G. B. Blumling

INVENTOR

E. H. Schmidt,
 by *Babeuse, Byrnes & Parnell,*
 his Attys

UNITED STATES PATENT OFFICE.

ERNEST H. SCHMIDT, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

UNCOUPLING MECHANISM FOR CAR-COUPPLINGS.

1,026,705.

Specification of Letters Patent.

Patented May 21, 1912.

Application filed October 12, 1909. Serial No. 522,352.

To all whom it may concern:

Be it known that I, ERNEST H. SCHMIDT, of Cleveland, Cuyahoga county, Ohio, have invented a new and useful Uncoupling Mechanism for Car-Couplers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an end view of a coupler having my invention applied thereto. Fig. 2 is a detail view of one of the parts; and Fig. 3 is a side view of Fig. 1 drawn to a larger scale and partly broken away.

My invention has relation to uncoupling mechanism for car couplers of passenger cars, and more particularly to uncoupling mechanism for couplers of the bottom-opening type. The object of my invention is to provide simple and efficient mechanism of this character which will possess great flexibility, and which is composed of relatively few parts, the movement necessary to effect the uncoupling being transmitted in a direct manner from the lever handle to the coupler parts.

The nature of my invention will be best understood by reference to the drawings, in which I have shown the preferred embodiment thereof, and which will now be described, it being premised, however, that various changes may be made in the details of construction and arrangement of the several parts by those skilled in the art without departing from the spirit and scope of my invention.

In these drawings, the numeral 2 designates a coupler of the bottom-opening type, and which is provided with a vertically movable locking member (not shown), which may be of any desired type, such for instance as that of the well known Sharon coupler. 3 designates a lifting piece, which engages the locking member of the coupling to raise the same and release the knuckle; 4 is a swinging stop which is pivoted to said lifting piece, and 5^a is a lever which is pivoted to the lower portion of the coupler head at 6. These parts just described form no part of my present invention except in connection with the actuating mechanism for the lever 5^a, now to be described.

The numeral 16 designates a rod which extends transversely of the line of draft, and which is pivotally supported in brackets

17 by means of its bent end portions 16^a. The brackets 17 are shown as secured to other brackets 18, which are carried by the draft sills 19, and which are provided to act as carriers for the train pipes, not shown. One of the bent end portions 16^a is extended and bent backwardly upon itself to form a crank arm 20, to which the chain 8^a is connected by a pin and clevis 21, or in any other suitable manner. Lying directly above the transverse portion of the rod 16, is a longitudinal rod 22, which is connected by an eye at its forward end to an eye 23 in the lever 5^a. The rear end of the rod 22 terminates in an elongated eye 24, by which it is loosely attached to a pin 25 passing through lugs in a bracket 26 secured to the coupler shank extension. The eye 24 is elongated in a longitudinal direction so as to permit the rod 22 to follow the lateral movements of the coupler head without binding upon the pin 25.

The chain 8^a passes upwardly through a guide bracket 9^a, which acts to guide the chain 8^a laterally and downwardly to the crank arm 21 of the rod 16. The uncoupling rod 12^a is provided with a handle 15 at its upper end. To effect an uncoupling, this handle is actuated to rotate the rod and thereby exert an upward pull on the chain 8^a. This raises the straight transverse portion of the bail-shaped rod 16 until it strikes the longitudinal rod 22 and lifts the latter about the pin 25 as a center. This movement of the rod 22 swings the lever 5^a upwardly about its pivot and actuates the lifting piece to operate the coupler parts.

The uncoupling mechanism described is simple in character, a simple and direct chain movement being substituted for the relatively large number of levers commonly employed to transmit the motion from the passenger lever handle to the coupler parts.

What I claim is:—

1. The combination with a car coupler of the bottom-opening type, and having a vertically movable lifting piece and a vertically movable lever for actuating said piece, of a pivoted member connected to said lever, a lifting rod extending transversely underneath said member, a lifting chain connected to said rod, and a vertical rotary uncoupling rod to which the opposite end portion of the chain is connected; substantially as described.

2. The combination with a car coupler of the bottom-opening type and having a vertically movable lifting member and a vertically movable actuating lever therefor, of
5 a longitudinally extending rod loosely connected to the lever at one end and having a loose-connection with the coupler shank extension at the opposite end, a bail-shaped lifting rod having a portion lying trans-
10 versely underneath the longitudinal rod, a

lifting chain connected to an arm of the bail-shaped rod, and means for actuating said chain to exert an upward pull thereon; substantially as described.

In testimony whereof, I have hereunto set
my hand.

ERNEST H. SCHMIDT.

Witnesses:

CHESTER K. BROOKS,
HARRY E. ORR.