W. E. COFFIN.

BRACKET FOR UNCOUPLING RODS OF CAR COUPLINGS.

APPLICATION FILED JUNE 23, 1910.

1,026,658. Patented May 21, 1912.

Fig. 1.

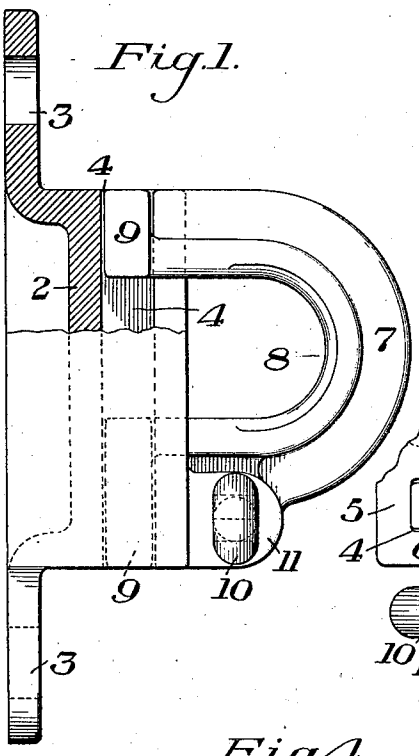


Fig. 2.

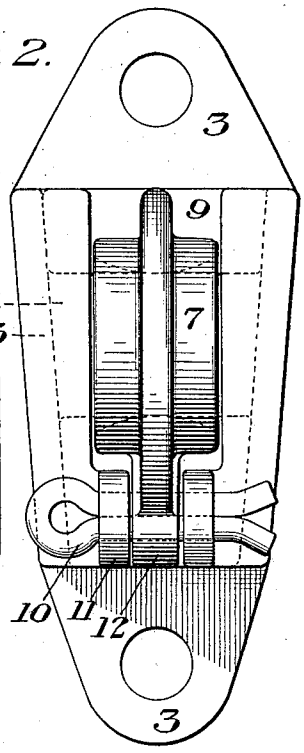


Fig. 3.

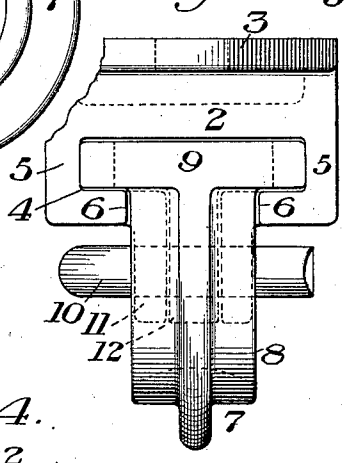


Fig. 4.

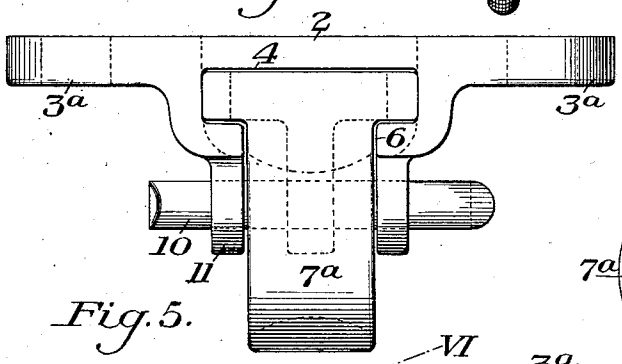


Fig. 5.

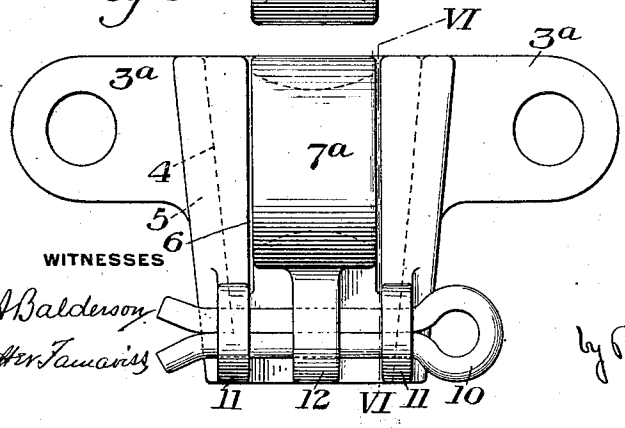
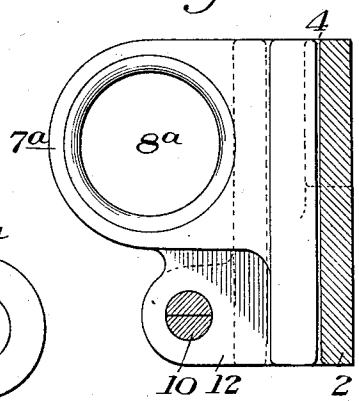


Fig. 6.



WITNESSES

R. A. Balderson

Walter Famariss

INVENTOR

W. E. Coffin,

by Baldwin, Baynes & Parmelee,

his Attys.

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WALTER E. COFFIN, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

BRACKET FOR UNCOUPLING-RODS OF CAR-COUPLINGS.

1,026,658. Specification of Letters Patent. Patented May 21, 1912.

Application filed June 23, 1910. Serial No. 568,588.

To all whom it may concern:

Be it known that I, WALTER E. COFFIN, a resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Brackets for Uncoupling-Rods of 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 a side view partly broken away, Fig. 2 is a front view, and Fig. 3 is a plan view, also partly broken away, showing one form of my invention; Fig. 4 is a plan view, Fig. 5 is a front view, and Fig. 6 is a sectional view, showing another form of my invention.

My invention has relation to brackets, more particularly designed for use for supporting uncoupling rods of car couplers, although useful for other purposes, and relates to that class of brackets having removable means whereby the rod may be taken out without making it necessary to remove the brackets entirely from the car or other support.

In pressed steel car construction, where most of the attachments are riveted, it is a great disadvantage to be compelled to remove the entire bracket from the car, since this necessitates cutting the rivets. The present invention obviates this difficulty and consists of a novel form of bracket composed of two parts, one of which is adapted to be permanently secured to a car or other support, and the other of which is detachably engaged with the first named part.

Referring first to that form of my invention shown in Figs. 1, 2 and 3, the numeral 2 designates the base portion of the bracket which is provided with perforated lugs or flanges 3, by means of which it may be riveted or bolted to a car or other support. This base portion is provided with a vertically extending guideway 4, having downwardly and inwardly converging side walls 5, and having a relatively narrow entrance portion 6, the guideway being of general T-form in horizontal section.

The numeral 7 designates a separable member, having an eye portion 8, which supports the rod. In the form shown in these figures, this eye portion is open at its inner side and is provided above and below said opening with flange portions 9, which are adapted to fit the guideway 4 and to slide downwardly therein into the position shown. The wedging action of the flanges 9 against the sloping side walls 5 of the guideway may be alone sufficient to secure the member 7 to the base plate, but I prefer to make the connection additionally secure by the addition of a cotter pin 10, or other detachable securing means through the forwardly projecting lugs 11 of the base portion and through a corresponding lug 12 of the separable portion. This secures the parts firmly together, so that the rod can not possibly be removed from the bracket until the cotter pin has been taken out and the rod-carrying member has been driven upwardly within the guideway.

The form of my invention shown in Figs. 4, 5 and 6, is similar to that shown in Figs. 1, 2 and 3, except that the base plate is of slightly different form, its securing lugs 3^a extending laterally instead of vertically, and the rod-supporting member 7^a having a completely closed rod-supporting eye 8^a instead of an eye which is open at the inner side. In this form, it is necessary to slip the rod-carrying member over one end of the rod and slide it to the proper point, whereas in the form first described, the said member can be applied to the rod directly at any desired point.

Other modifications of my invention may be made and the shape and manner of engaging the two parts of the bracket may be varied in any way, without departing from the spirit and scope of my invention, as defined in the appended claim.

I claim:

A bracket of the character described, comprising a base member having attaching means and formed with a T-shaped guideway whose lateral walls converge downwardly, the base member also having perfo-

rated lugs at opposite sides of the guideway at the lower portion thereof, and an eye member having a vertical portion from which the eye proper projects, said vertical portion also having downwardly converging beveled edges adapted to wedge against the walls of the guideway and also having at its lower portion a perforation adapted to be brought into alinement with the openings in said lug, substantially as described.

In testimony whereof, I have hereunto set my hand.

WALTER E. COFFIN.

Witnesses:
HARRY E. ORR,
CHAS. E. POPE.

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