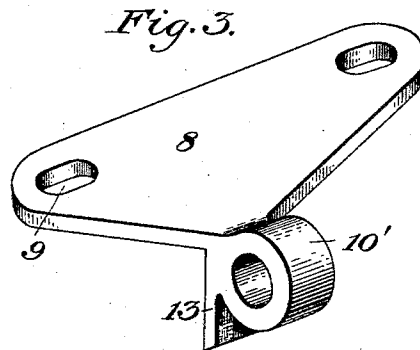
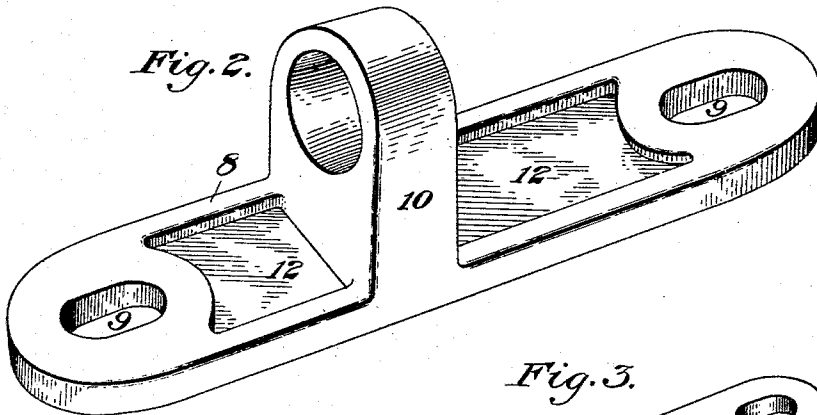
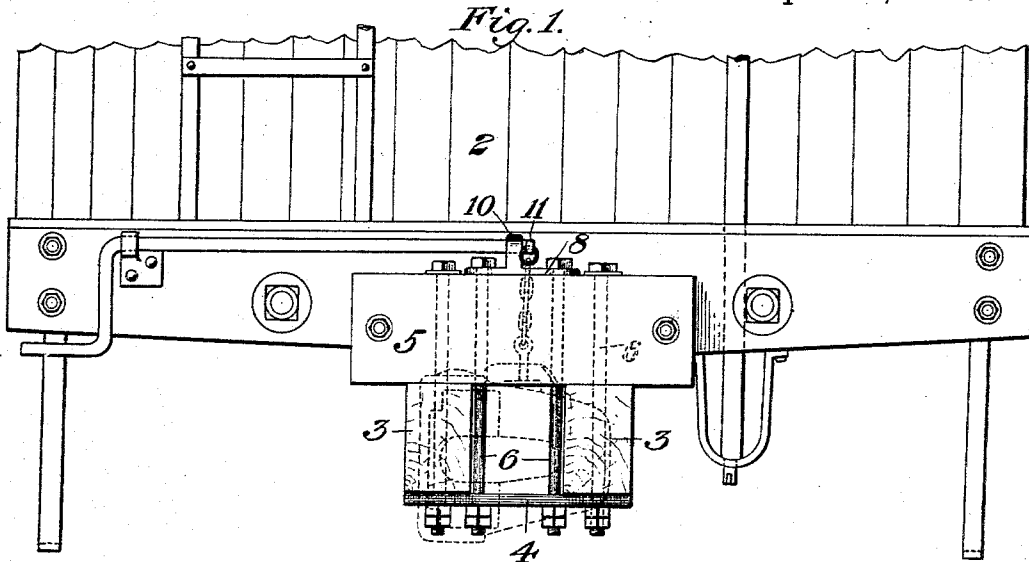


(No Model.)

C. L. SULLIVAN.
UNCOUPLING LEVER BRACKET.

No. 546,201.

Patented Sept. 10, 1895.



WITNESSES

J. A. Sommers Jr.
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INVENTOR

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UNITED STATES PATENT OFFICE.

CHARLES L. SULLIVAN, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO.

UNCOUPLING LEVER-BRACKET.

SPECIFICATION forming part of Letters Patent No. 546,201, dated September 10, 1895.

Application filed May 18, 1895. Serial No. 549,779. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. SULLIVAN, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Uncoupling Lever-Brackets, 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 partial end elevation of a car provided with my improved bracket. Fig. 2 is an enlarged perspective view of the bracket alone, and Fig. 3 is a similar view of a slightly-modified form.

The object of my invention is to improve the construction and the securing means of the inner of the two brackets which carry the uncoupling-rod arranged to operate couplers of the Janney type. Heretofore this inner bracket has been insecurely fastened to the end of the car by lag-screws, and hence was easily pulled loose when the draw-head, being subjected to some extraordinary strain, is pulled away from the car.

My invention entirely does away with this difficulty and provides a bracket which is so constructed and secured to the end of the car that, when the draw-head is severed therefrom, the bracket will still be held in its position and will operate the chain and thus uncouple the coupler and leave the draw-head in position.

In the drawings, in which similar numerals indicate corresponding parts, 2 is the end of a car-body, provided with the usual draft-timber 3 and carrying-irons 4. The end of the car is provided with the dead-wood 5, which is secured to the car-body, and is provided with vertical through-bolts which support the draft-timbers and the carrying-irons. The center pair of these through-bolts is spaced symmetrically on each side of the center line of the car and is ordinarily provided with metal washers to protect the upper face of the dead-wood or the end sill, if such is used. These washers are done away with by my invention, the uncoupling-bracket of the form shown in Figs. 1 and 2 having a base 8, which is provided near its ends with oblong bolt-holes 9 and at one side of its center with an upwardly-projecting lug 10, through which passes a hole

forming a bearing for the uncoupling-rod. The base of this bracket is of such a length that the bolt-holes will be spaced apart the same distance as the pair of center through-bolts, the bolt-holes being made oblong, as shown, to accommodate the bracket to slightly different spacing of these bolts. The end portions of the bracket thus serve in place of washers for the center pair of through-bolts, and the through-bolts reciprocally serve as a secure fastening means for the bracket, in addition to their usual function of supporting the draft-timbers and the carrying-irons. The lug or bearing 10 for the uncoupling-rod is placed to one side of the center of the bracket, so that the bent arm 11 of the coupling-rod will lie in the center line of the coupler, and the base portion of the bracket is preferably recessed, as shown at 12, on each side of the lug to lessen its weight. It will be apparent that this bracket can readily be reversed in position, bringing the lug to the right or left hand of the center of the car, according to the side to which the uncoupling-rod passes, the bolt-holes being in the proper position in either case. This is a valuable feature of my invention, as it does away with the necessity of making two different types of brackets of this character, according to the side of the car to which the uncoupling-rod passes.

In Fig. 3 I show a modified form of this bracket, wherein the lug 10' projects forwardly from the base instead of upwardly, as in Figs. 1 and 2, it being at one side of the center of the bracket, as before, and an additional downwardly-depending flange 13 is provided, which is secured to the front face of the dead-wood or the end sill. This flange tends to prevent turning of the bracket and to give a more secure hold therefor, in addition to the two through-bolts, which are used as before.

The advantages of my invention will be appreciated by those skilled in the art, since the uncoupling-bracket is rigidly and firmly secured in place by the center pair of vertical carry-iron bolts which are employed in the construction of the car. These bolts thus perform a double function, insuring, in addition to their usual function, the uncoupling of the coupler whenever the draw-head is

pulled away from the car. The device can be cheaply made and applied to any form of car and coupler, and the end portion or portions of the bracket serve in place of the usual washer.

5 I claim—

1. The combination with the end sill or dead wood of a car, of two through bolts, one on each side of the center line of the car, and
10 a bracket for an uncoupling rod having bolt holes suitably spaced to receive said through bolts and provided with a lug forming a bearing for the uncoupling rod, said lug being at one side of the center of the bracket; sub-
15 stantially as described.

2. A bracket for an uncoupling rod having in its end portion oblong bolt holes suitably spaced to receive the through bolts of a car, and provided with a lug arranged to give a bearing for the uncoupling rod, said lug being 20 at one side of the center of the bracket, whereby the bracket is made reversible for a right or left hand uncoupling rod; substantially as described.

In testimony whereof I have hereunto set 25 my hand.

CHARLES L. SULLIVAN.

Witnesses:

EMIL W. ROSENBERG,
WILLIAM H. ART.