S. H. CONWELL.
BRACKET FOR RELEASE RIGGING.
APPLICATION FILED SEPT. 11, 1911.

1,037,442. Patented Sept. 3, 1912.

Inventor:
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Witnesses:
G. A. Backerchmidt
J. F. Stanley

By: Edwin A. Chaddock
To all whom it may concern:

Be it known that I, SAMUEL H. CONWELL, a citizen of the United States, residing at 612 East Sixth avenue, Tarentum, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Brackets for Release Rigging, of which the following is a specification.

In the operation of release rigging, the operator frequently pulls outward, in the direction indicated by the arrow, at the same time he rotates the rod of the rigging, thereby moving the rod bodily axially which results in jamming the crank on the inner end of the rod between the arms of the brackets commonly employed to support the rod, thereby locking it against further movement, thus preventing the operation of the locking pin, which frequently results in disaster as will be appreciated by those skilled in the art.

The object of my invention is to construct a bracket of such construction that it will be impossible to jam the crank or the handle of the rod between the bracket arms; and with this object in view, my invention consists of the parts and combination of parts as will be more fully hereinafter pointed out.

In the drawings, Figure 1 is a top plan view of a car end sill and release rigging with my invention applied; Fig. 2 is a front elevation of the same; Fig. 3 is an enlarged top plan view of a bracket embodying my invention, the rod and its crank being broken away; Fig. 4 is a side elevation of the same, the rod being omitted, and Fig. 5 is a perspective view of a bracket or stop.

The reference numeral 1 indicates the end sill of a car, 2 the coupler head and 3 the pin, all of any preferred construction.

The release rigging consists of a rod 5 having a depending handle 6 at its outer end and an outwardly extending crank 7 at its inner end, to which the pin lifting lever is secured, said lever being constructed to engage the eye of the locking pin 3.

The reference numeral 8 indicates the base of the brackets, for sustaining the rod 5 on the end sill, from which arms 9 extend at right angles, there being a concave seat 10 on the base 8 between said arms. The arms are provided with aligned openings.

The reference numeral 11 indicates a band of a shape in cross section adapting it to fit snugly over the arms 9, as clearly seen in Fig. 3, said band or stop being provided with a bore aligned with the openings in the bracket arms.

In some forms of brackets now in use, the arms are provided with a strengthening lug 12, and for such brackets, I form a slot 13 in the inner edge of the band to clear the lug. Of course, it will be understood that the slot may be omitted when the band is to be used on arms not having such a lug.

The side walls of the band are each provided with a concaved bearing seat constructed to receive the rod 5 and form with the concaved seat in the base between the arms, a journal bearing for said rod; the inner edge of the band projecting beyond the center of the rod, as best seen in Fig. 4.

After the rod is placed between the arms of the bracket, the bands 5 are slipped over the arms and secured in position (preferably) by means of a cotter pin 14 which passes through the holes in the bracket arms and the holes in the band. The inner edge of the band is positioned slightly beyond the center of the rod 5, so that the band presents a flat unbroken wall against which the crank 7 may bear without jamming when the operator pulls outwardly on the rod as they frequently do. The handle in like manner is prevented from being caught in the bracket.

As will be seen, my invention eliminates the possibility of the rod 5 being jammed between the arms of the bracket as the band bridges the space between the bracket arms.

The rod may be quickly removed for repairs, etc., by simply withdrawing the cotter pin when the band is free to be slipped off the arms.

What I claim is:

1. In a release rigging, the combination with the operating rod having a crank at its inner end, of brackets in which said rod is mounted, comprising a base, two arms projecting from said base, and a band fitting around said arms, the inner edge of said band having concave seats for said rod, said band providing an unbroken surface to prevent the crank becoming jammed between said arms.

2. In a release rigging, the combination with the operating rod having a crank at its inner end, of brackets in which said rod is mounted, comprising a base, two arms projecting from said base, and a band fitting around said arms, the inner edge of said band having concave seats for said rod, said band providing an unbroken surface to prevent the crank becoming jammed between said arms.

UNITED STATES PATENT OFFICE.

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BRACKET FOR RELEASE-RIGGING.

1,037,442.


Application filed September 11, 1911. Serial No. 646,727.
inner end, of brackets in which said rod is mounted, comprising a base, two arms projecting from said base, a lug on one of said arms and a band fitting around said arms, the inner edge of said band having concaved seats for said rod, and a slot to clear said lug.

3. In a release rigging, the combination with the operating rod having a crank at its inner end, of a bracket in which said rod is mounted, comprising a base, two arms extending from said base, a concaved seat between said arms, and a band fitting around said arms, the inner edge of said band having concaved seats constituting with the concaved seat between the arms, a bearing for said rod.

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

SAMUEL H. CONWELL.

Witnesses:
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