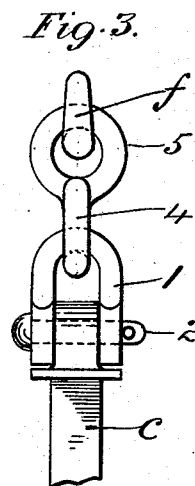
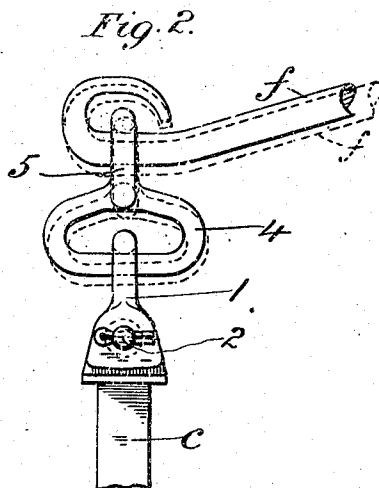
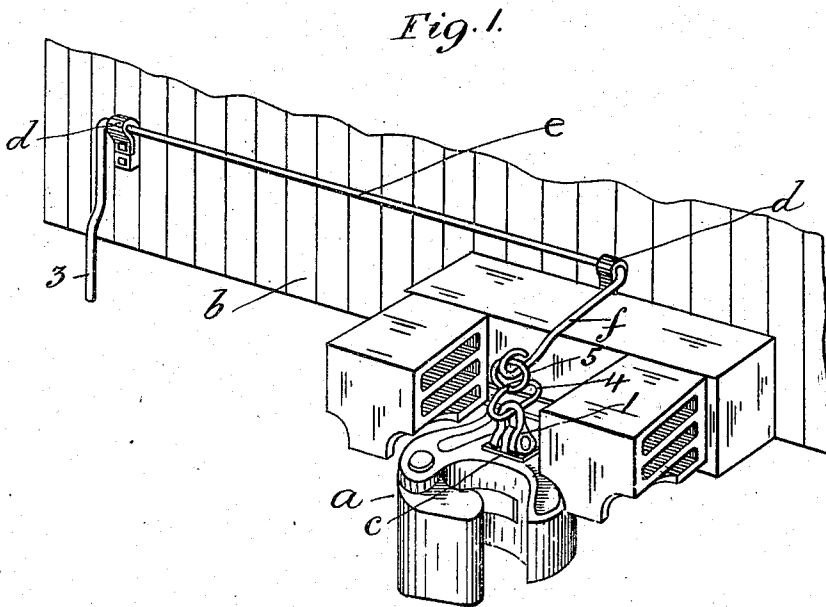


G. G. DAVIS,
 UNCOUPLING CHAIN FOR CAR COUPLINGS.
 APPLICATION FILED OCT. 16, 1908.

942,134.

Patented Dec. 7, 1909.



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UNITED STATES PATENT OFFICE.

GEORGE G. DAVIS, OF INDIANAPOLIS, INDIANA.

UNCOUPLING-CHAIN FOR CAR-COUPPLINGS.

942,134.

Specification of Letters Patent.

Patented Dec. 7, 1909.

Application filed October 13, 1908. Serial No. 453,021.

To all whom it may concern:

Be it known that I, GEORGE G. DAVIS, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Improvement in Uncoupling-Chains for Car-Couplers, of which the following is a specification.

My invention relates to the uncoupling-chain and lever in connection with the lock-pin of a car-coupler. Ordinarily, the uncoupling-chain consists of a series of normal shaped links coupled at one end to a clevis hinged to the head of the lock-pin (or directly to the said head as the case may be), and at its other end in an eye formed through the outer free end of the uncoupling lever or lifting arm, whereby, in the operation of the coupler, the links when in their normal position, or slack, are liable to become entangled and jammed so as to shorten, and cause breakage of the chain or other part of the uncoupling device.

My invention has for its object to obviate this defect and consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1, is a perspective view of my improved uncoupling device as applied to the lock-pin of a car-coupler arranged at the end of a car-body (seen broken away) in the usual manner; Fig. 2, a side elevation of the device detached and showing its connection with the lock-pin, and Fig. 3, an end view thereof as seen from the left or at right angles to Fig. 2.

Like letters and numerals of reference denote like parts in all the figures.

a represents a car-coupler of the ordinary automatic type, arranged relatively to the car-body b (broken away), in the usual well-known manner and having the lock-pin c to the head of which is, in the present case, hinged a clevis 1 by the pin 2.

In brackets or bearings d fixed to the end of the car-body b is mounted and adapted to rotate, the preferably horizontally arranged rod or shaft e of the uncoupling-lever f which projects forward from the inner end of the rod e over, and in the vertical plane of the lock-pin c , while from the outer end of the rod e at or adjacent to the side of the car-body b projects downward an operating arm or handle 3, the outer free end portion of the uncoupling-lever f in the

present case being turned upward and rearward hookwise, as shown particularly in Fig. 2.

For connecting the uncoupling-lever f to the clevis 1, which is movable radially to a limited extent about its hinge 2, I substitute for the ordinarily constructed uncoupling-chain before described, two links 4 and 5 which are preferably integral and at right angles to each other, one link 4 which is coupled to the clevis 1 being preferably, of an elongated oval (or other) form in the plane of the longitudinal center of the coupler a , or parallel and adjacent thereto, and the other link 5 which is coupled to the hooked end of the uncoupling-lever f , of a circular (or other) form.

By this construction, assuming the coupler a to be coupled to that of the adjoining car and locked by the pin c , on releasing the operating handle 3, the hooked end of the uncoupling-lever f with the links 4 and 5 will, owing to the removal of the tension and reaction of the parts, drop into the position indicated by dotted lines in Fig. 2, or thereabout, so that in the forward and rearward play of the coupler a the loop portion of the clevis 1 will move freely to and fro within, but clear of the ends and bottom of the elongated link 4; and in the case of lateral play of the coupler a , the corresponding free play of the links 4 and 5 is insured by the initial slack thereof relatively to the clevis 1 and uncoupling-lever f before described, thereby preventing tension or crowding and consequent breakage of the chain, or lifting of the lock-pin and release of the coupler.

What I claim as my invention and desire to secure by Letters Patent is:—

The combination with a car-coupler lock and uncoupling-lever, of an uncoupling-chain having a link adapted to be coupled to the lock and elongated in the direction of the longitudinal movement of the coupler, and a link integral with the first named link and adapted to be coupled to the said lever, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE G. DAVIS.

Witnesses:

A. GRANT BROWN,
GARLAND F. STUTSMAN.