A. C. PENMAN.

UNCOUPLING DEVICE.

APPLICATION FILED JUNE 4, 1920.

1,432,204. Patented Oct. 17, 1922.

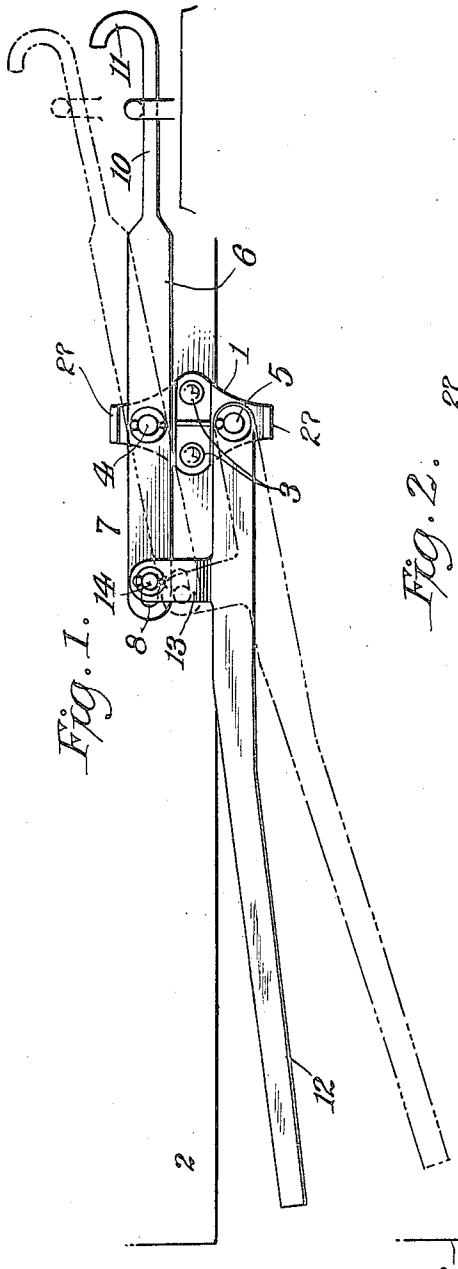

Fig. 1.

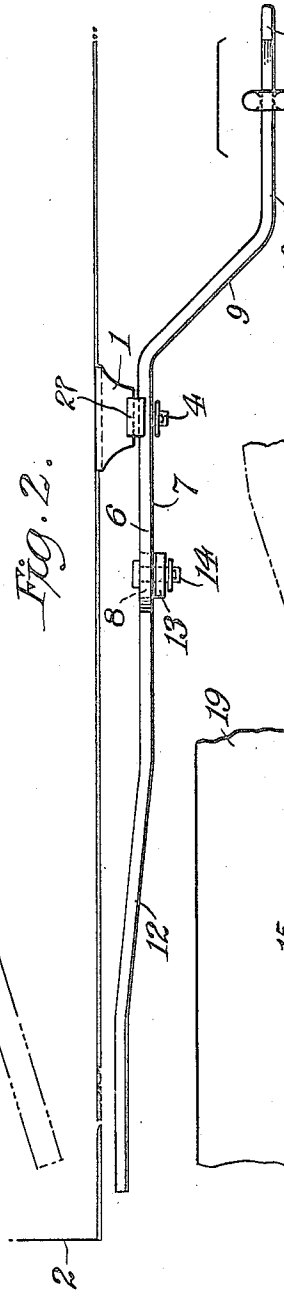

Fig. 2.

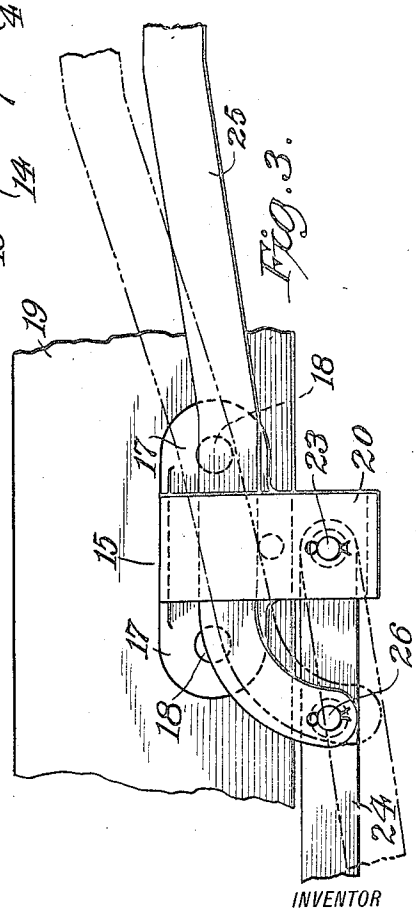

Fig. 3.

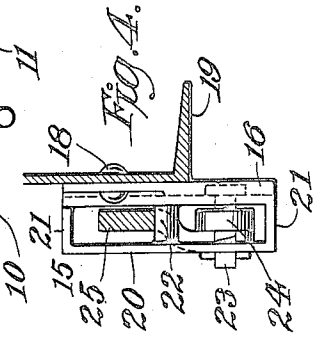

Fig. 4.

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# UNITED STATES PATENT OFFICE.

ALAN C. PENMAN, OF NEW YORK, N. Y., ASSIGNOR TO AMERICAN CAR AND FOUNDRY COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

## UNCOUPLING DEVICE.

Application filed June 4, 1920. Serial No. 386,621.

*To all whom it may concern:*

Be it known that I, ALAN C. PENMAN, residing at New York city, county, and State, and being a citizen of the United States, have invented certain new and useful Improvements in an Uncoupling Device, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof within the scope of the claim will occur to persons skilled in the art.

In said drawings:

Figure 1 is a view in elevation of one form of my improved uncoupling device;

Figure 2 is a plan view of the device shown in Fig. 1;

Figure 3 is a view in elevation of the supporting bracket and parts of the levers of a modified form of my uncoupling device; and

Figure 4 is a side elevation of the supporting bracket shown in Fig. 3 with the uncoupling lever and car end sill shown in section.

It is the object of my invention to provide an improved uncoupling device for railway cars that will be efficient in operation and of small cost.

My invention comprises a supporting bracket 1 secured to the car end sill 2 by rivets 3 and having integral pivot studs 4 and 5 and projecting portions 27 adapted to serve as stops for the levers. Pivotally mounted on the stud 4 is the pin-lifting lever 6 which has the flat portion 7 extending on opposite sides of the pivot 4 and provided with a slot 8 adjacent one end, the portion 9 bent so as to extend outwardly from the car and the rounded portion 10 which extends parallel to the portion 7 and through the eye of the coupling pin and has its outer end bent around as at 11. To the stud 5 is pivoted the operating lever 12 which has a projecting portion 13 provided with an opening. A pin 14 passes through the opening and through the slot 8 and serves to connect the levers 6 and 12 together.

In the modification shown in Figs. 3 and 4, the bracket 15 is provided with a back plate 16 having the ears 17 through which are passed the rivets 18 that secure the bracket 15 to the end sill 19 and a front plate 20 joined to the back plate 16 by end plates 21 adapted to serve as stops for the levers and a central cylindrical member 22, the various plates and member 22 forming two vertically aligned openings. A pin 23 extends through the front and back plates and serves as a pivot for the operating lever 24 which engages the pin 23 between the plates. The pin lifting lever 25 passes through the upper opening of the bracket 15 and rests upon the cylindrical member 22 which serves as a fulcrum for the lever. The end of the lever 25 is bent around so as to form a projection extending toward the lever 24 and is joined to the lever 24 by a pin 26 passing through both levers.

What I claim is:

In an uncoupling device, a supporting bracket having a plurality of vertically alined supporting members integral therewith, a pin lifting lever pivotally supported between its ends on one of said supporting members, an operating lever pivotally supported at one end on the other of said supporting members, a projection integral with said operating lever and having a pin and slot connection with an end of said pin lifting lever and stops on said bracket adapted to engage said levers.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

ALAN C. PENMAN.

Witnesses:
PEARL BILLMEYER,
WESLEY B. FAIRCHILD.