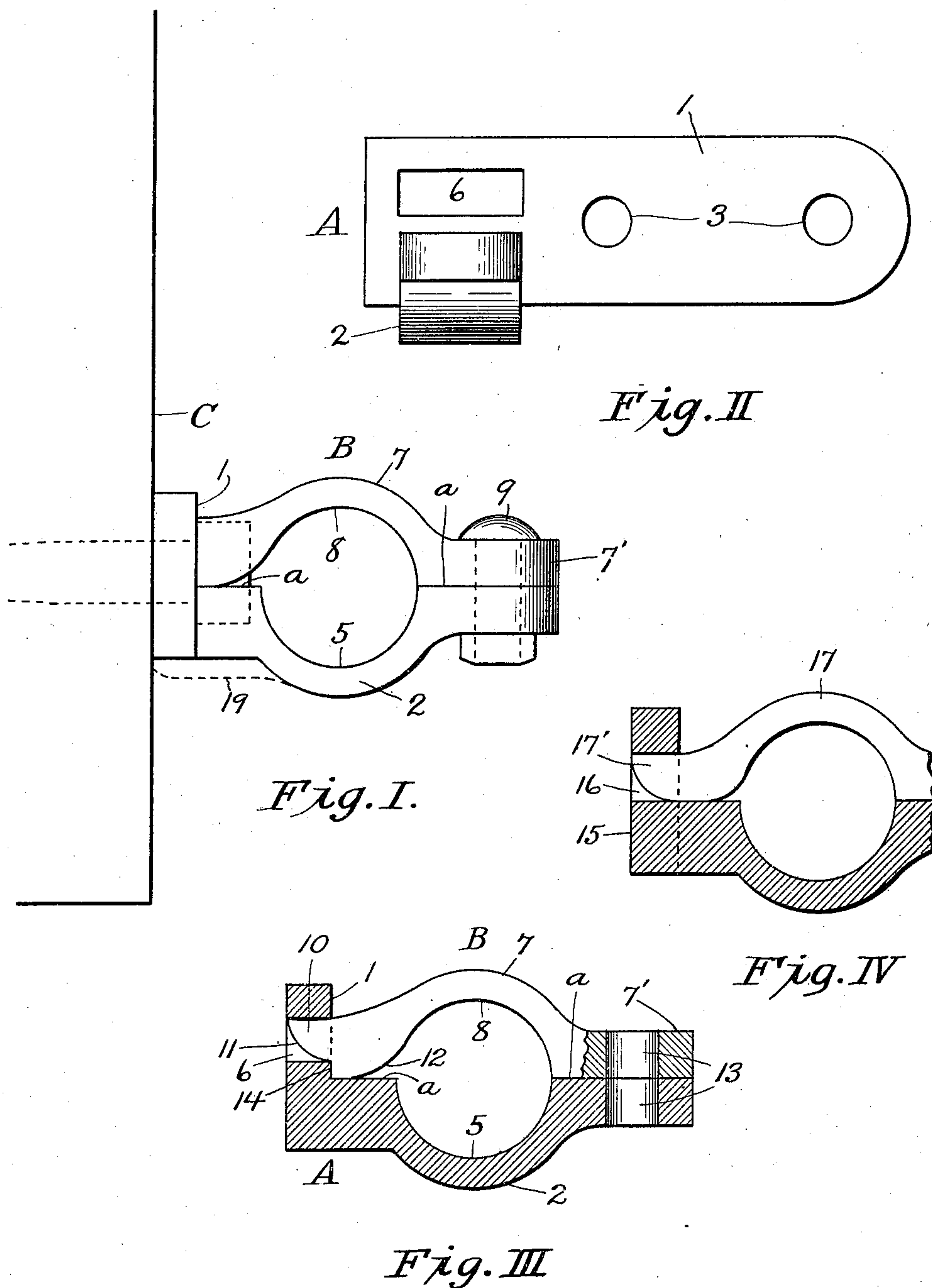


W. J. SCHERER.
 CUT LEVER BRACKET.
 APPLICATION FILED DEC. 6, 1909.

983,773.

Patented Feb. 7, 1911.



WITNESSES:
 Myrtle M. Jackson.
 A. M. Baboden.

INVENTOR.
 W. J. Scherer,
 BY
 Arthur C. Brown.
 ATTORNEY.

UNITED STATES PATENT OFFICE.

WALTER JOHN SCHERER, OF HUTCHINSON, KANSAS.

CUT-LEVER BRACKET.

983,773.

Specification of Letters Patent.

Patented Feb. 7, 1911.

Application filed December 6, 1909. Serial No. 531,538.

To all whom it may concern:

Be it known that I, WALTER JOHN SCHERER, a citizen of the United States, residing at Hutchinson, in the county of Reno and State of Kansas, have invented certain new and useful Improvements in Cut-Lever Brackets; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in uncoupling parts for railway cars, and has particular reference to the bracket bearings in which the lever shafts of standard uncouplers are journaled. As is well known, such shafts are disposed horizontally and are provided with integral lifting arms by which the coupling pins may be withdrawn. In railroad parlance such bearings are called "cut-lever brackets", and in their standard form such brackets are now cast integral, or in one piece. When one of these brackets is broken, it must be replaced with an entire new bracket. Being fastened to the car with lag-screws, which usually become so rusted that they cannot be withdrawn, the bracket must be pried off with a crowbar, which operation either breaks off the heads of the screws or tears the screws out of the wood, either of which is undesirable. It is at times necessary to remove a lever shaft from a car. With the present brackets, the shaft cannot be removed without removing the brackets also. The disadvantages of removing the brackets have been above referred to.

The objects of my invention are: to provide a cut-lever bracket that will permit the removal of the shaft without disturbing the main portion of the bracket; to provide such a bracket that shall be economical of manufacture; and to provide such a bracket that is adapted for use in connection with any well known form of car coupler. These objects are attained by the construction illustrated in the accompanying drawings, in which:—

Figure I is an end view of a bracket embodying the invention, in its usual position upon the end of a car. Fig. II is a front elevation of the main or base member, minus

the cap member. Fig. III shows the fixed or base member in section and the removable member in elevation, the fastening bolt being removed. Fig. IV is a view, similar to Fig. III, of a modification.

Referring more in detail to the parts:— A designates the main or base member of the bracket. This member comprises the base 1, and a laterally projecting part 2, which forms the bracket proper. The base 1 is oblong in shape, and is provided with two screw-holes 3 for the reception of the lag-screws with which the member is to be secured to the end of a car. The bracket part, 2, starts from near one end of the base 1, and is formed with plane surfaces *a* for the reception of contacting surfaces of the cap member B. Part 2 is also formed with the semicircular groove or half-bore 5, which supports a rock-shaft when in use. The base 1 is formed with a slot or opening 6; which is located above the bracket 2 and is of slightly greater breadth than said bracket. Preferably, the bottom of the opening 6 is raised above the bracket surface *a*, as shown in Figs. II and III.

The cap member, B, comprises the arched part 7 having the semicircular groove or half-bore 8, a part 7' adapted for attachment to the bracket 2 by a bolt 9, and an inwardly projecting lug 10, adapted to be retained snugly within the opening 6. This member is cut away at 11 and 12, in order to facilitate its removal when the rock-shaft is in the bearing formed by the grooves 5, 8. The members 2 and B have registering bolt-holes 13 at their outer ends only, to receive the bolt 9.

By means of the construction, the two members A and B are locked together with a single bolt, as the lug 10 is held securely within the opening 6. When in position for use the bracket is secured to the end of a carbody, as shown in Fig. I, where C designates the end of a car.

Where the said opening is located as in Fig. III, the cap member B is provided with a shoulder 14 that is equal in depth to the distance between the bottom of said opening and the surface *a*.

The bottom of said opening may be flush with the dividing plane of the bearing, as shown in Fig. IV, wherein 15 designates the base member, 16 the slot therein, and 17 the cap member, provided with a lug 17' pro-

jecting into the slot. In this modification it is apparent that the lug 17' will not have a shoulder as 14 in Fig. III.

Should a cap member be broken, it may easily be replaced with a like part, and without disturbing the base member or the shaft.

The base member may be provided with a strengthening rib, as indicated by dotted line 19 in Fig. I.

Having thus described my invention, what I claim as new therein and desire to secure by Letters-Patent is:—

In a cut lever bracket, a base member having a slot; a bracket projecting from the base member in a plane below that of the

slot and having an inner shoulder, an outer lip, and a bore portion between the shoulder and lip; and a cap member having a shoulder part adapted to seat on the bracket shoulder, a lug adapted for projection into the base slot, an outer lip adapted to seat on the bracket lip, and a bore portion adapted for coöperation with the bore portion in said bracket, substantially as set forth.

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

WALTER JOHN SCHERER.

Witnesses:

A. M. JEWELL,

C. W. STEVENS.