

The "Universal" E.O.T. Bracket

By R.J. "BART" BARTON

This article describes the construction and application of a bracket for mounting E.O.T. devices onto a private car when it is to be moved in freight service.

After working on this project for almost a year, I can definitely say that we need to take the word "universal" out of the term Universal E.O.T. Bracket. Simply stated, "universal" may not be applicable when applied to privately owned railroad passenger cars. The matrix of combinations that exists between coupler types, carbody styles, buffer width, stainless steel, aluminum, and steel, is almost infinite. The one item that does seem to remain constant is the E.O.T. mounting plate (Figure 1). This piece, the minimum you can use to secure an E.O.T. radio telemetry device, can be attached to your PV in a variety of ways.

Cars with "H" tightlock couplers have some advantage. This type of knuckle has a hole though the pulling face that allows a removable E.O.T. bracket to mount through the knuckle. Figure 2 and Photos 1, 2, and 3 illustrate the one developed by Nav Fosse for his Silver Solarium. Figures 3, 4, and 5 depict another type of knuckle mounted bracket. This design, developed by Mark Bucol, has been used successfully by Bob Klein on his Silver Iris.

I have one report of a knuckle mounted bracket becoming a problem. My own car, the Jane Marie, utilizes the style shown in Figure 2. Following a recent trip, the car returned home by way of three different freight railroads. When the Jane Marie finally arrived at its home siding, the E.O.T. bracket was somewhat mangled. Obviously, one of the three railroads tried to couple up to my car with the bracket still installed. This is, however, not a bracket

problem, merely a training problem.

Bob McLean offers a solution to this potential problem with a design that allows the bracket to be mounted by way of the draft holes (Photo 6) in the side of the coupler. This type (Figures 6, 7, and 8) is shown on McLean's Burrard in Photos 7 and 8.

If your car has "CS" couplers, I suggest mounting a permanent bracket. Remember to allow for coupler swing, room for a trainman to reach under to connect air hoses and be close enough to connect the air hose to the E.O.T. device. Dean McCormick has done this on the platform-end of his Scottish Thistle.

Those of you who believe you will always be properly pointed need only mount a bracket on one end of the car. This type mounts under the platform and is shown in Photos 4 and 5.

I began this project with high hopes that we would be able to come up with a single standard bracket. Once this was accomplished, we could train the freight railroad folks, thereby eliminating another of the issues faced when moving a privately owned passenger car in freight service. That goal, however, has to date eluded me. Having said that, if you find you can't come up with a suitable way to mount the minimum bracket on your car, contact me and I will work with you to get the job done.

R.J. "Bart" Barton is a Class A AAPRCO Director and the owner of the Rock Island coach turned private car. Jane Marie.

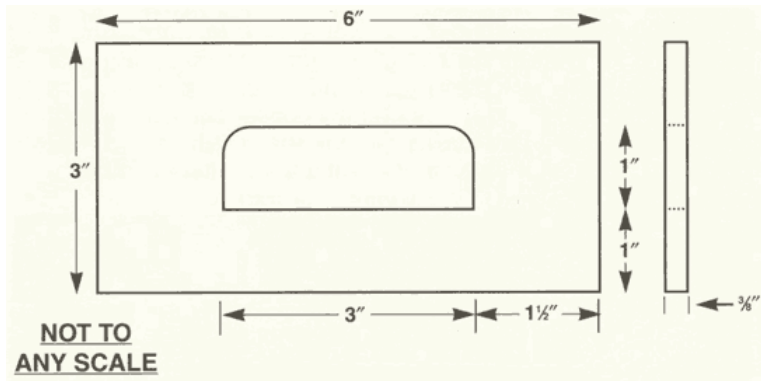


Figure 1: E.O.T. mounting plate

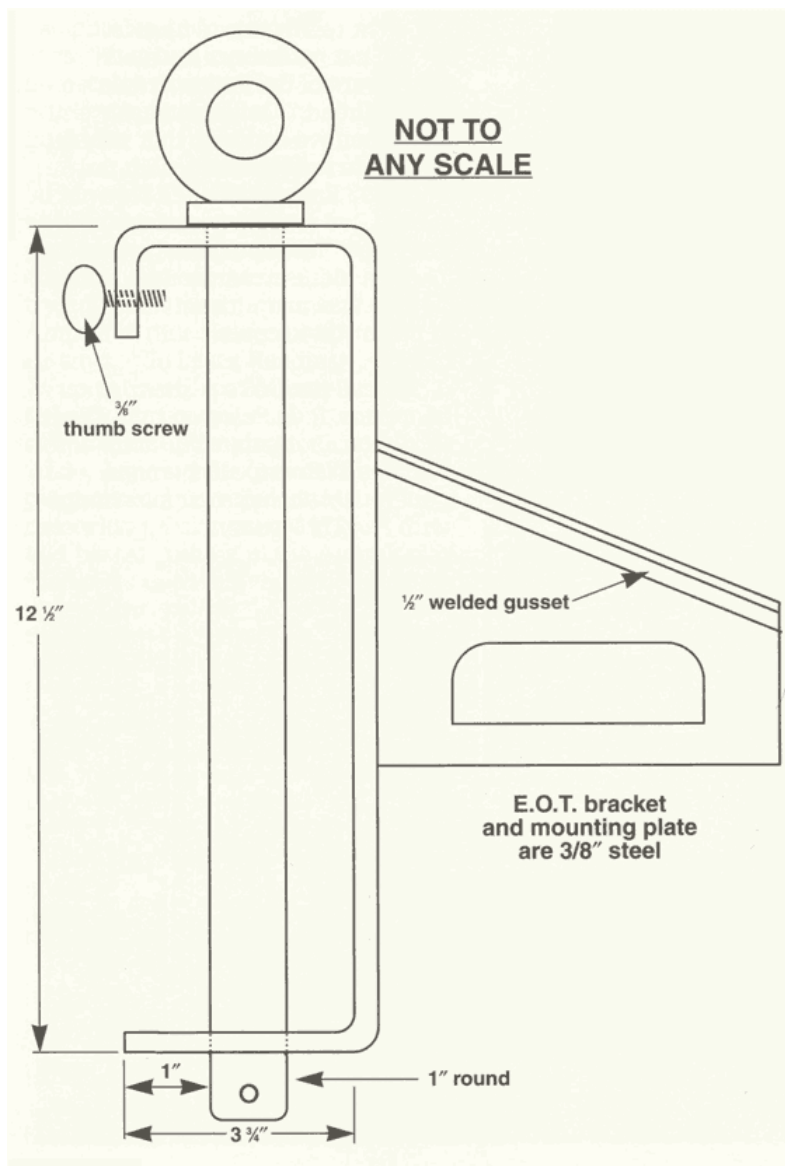


Figure 2: E.O.T. mounting bracket, knuckle mount

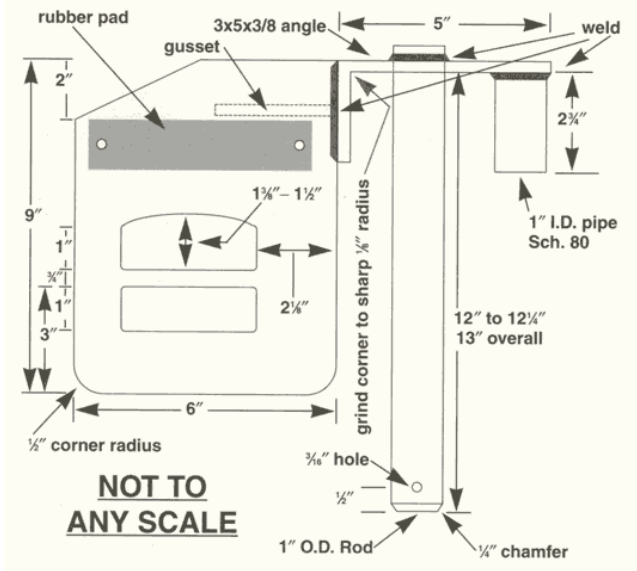


Figure 3: E.O.T. mounting plate, knuckle mount (side view). Design by Mark Bucol

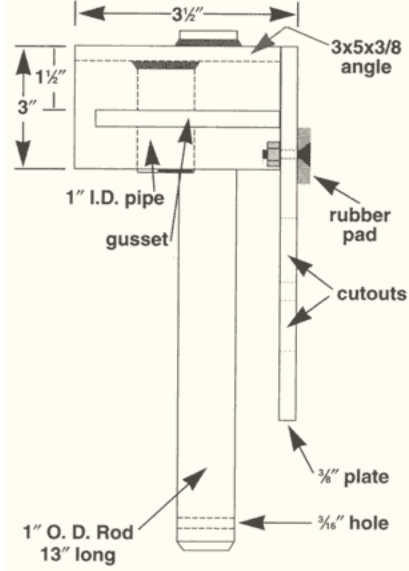


Figure 4: (front view)

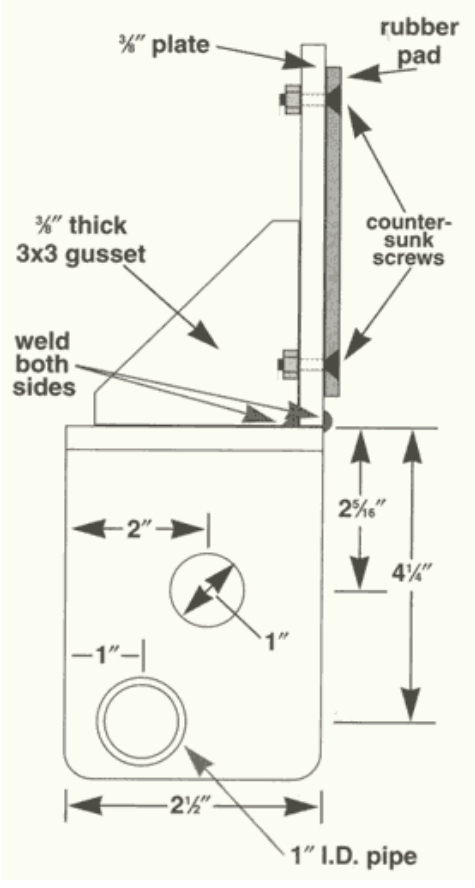


Figure 5: (bottom view)

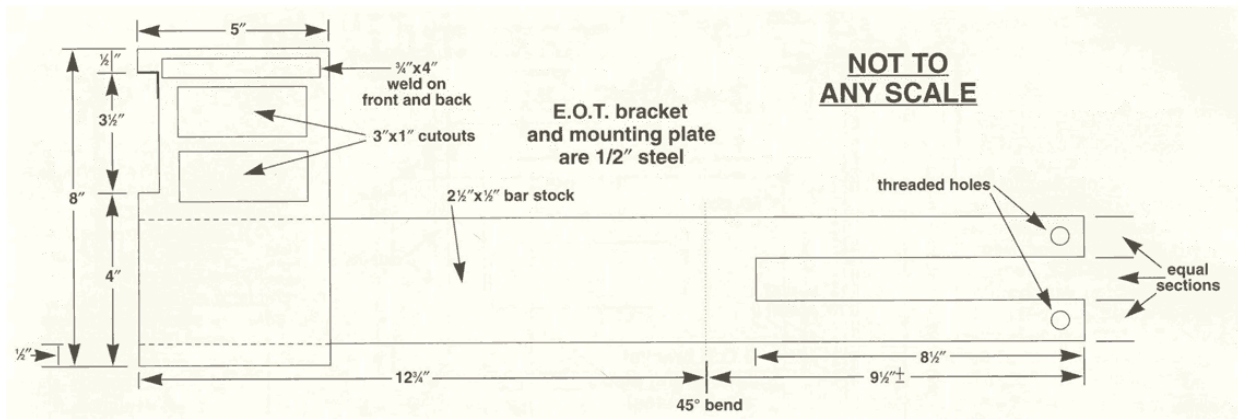


Figure 6: E.O.T. coupler draft hole mounting bracket (side view)

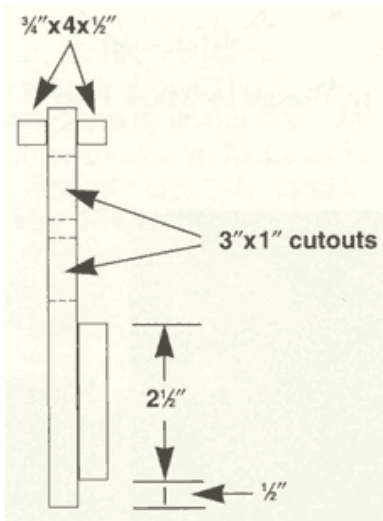


Figure 7: (front view)

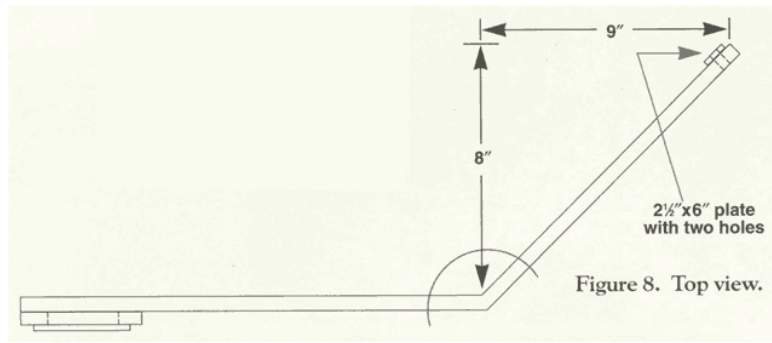


Figure 8: (top view)

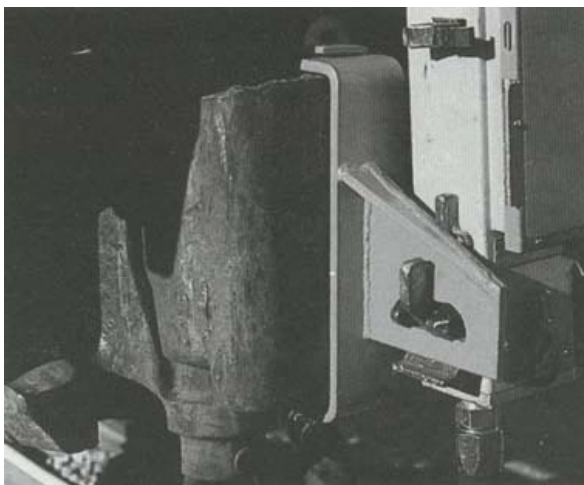


Photo 1: E.O.T. mounting bracket, knuckle mount

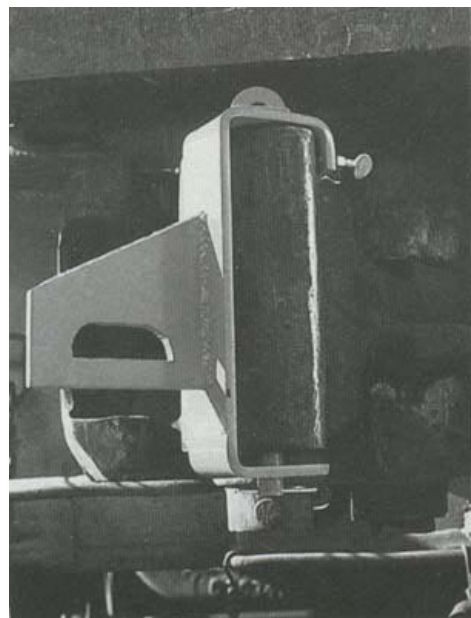


Photo 2: Knuckle mount bracket



Photo 3: E.O.T. mounted on knuckle mount bracket

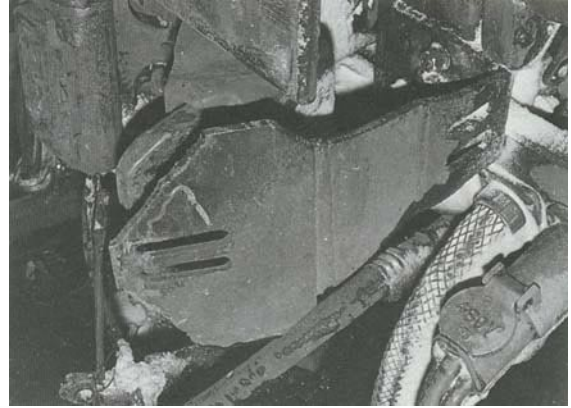


Photo 4: Under platform bracket



Photo 5: Under platform bracket (front view)



Photo 6: Coupler draft holes

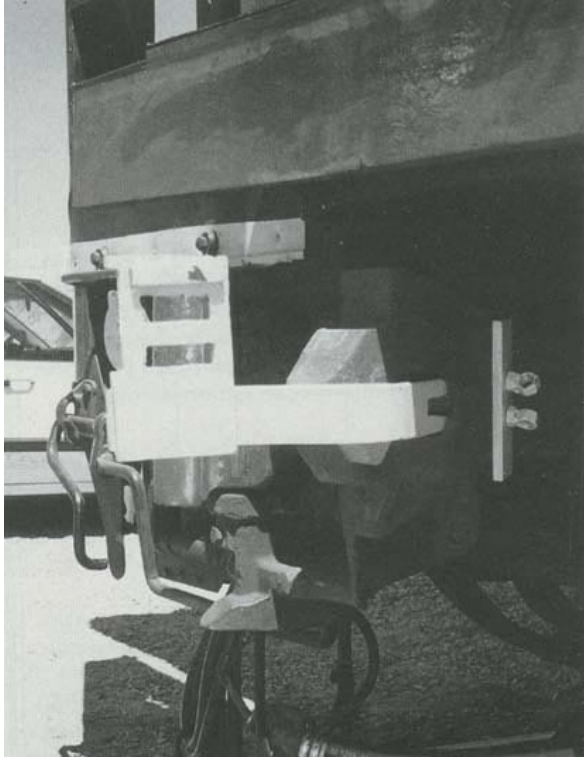


Photo 7: Side mounted bracket mounted on coupler

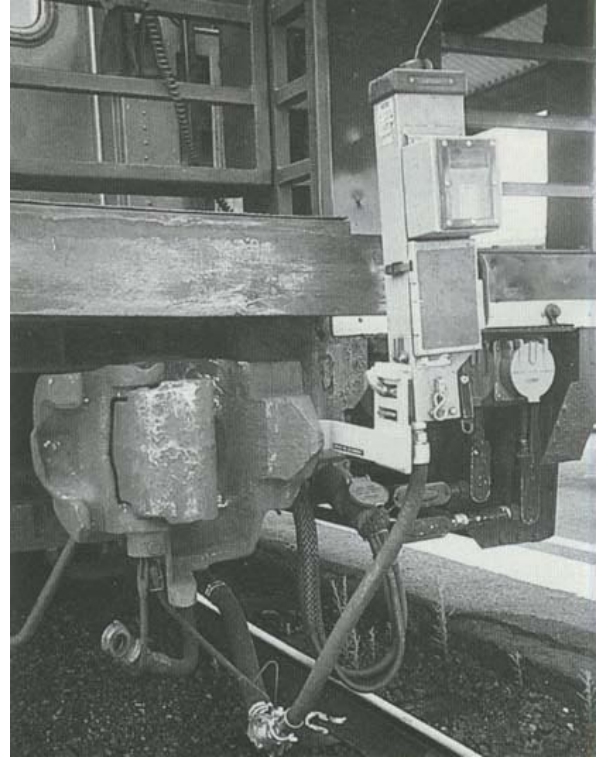


Photo 8: Side mounted bracket with E.O.T.