

J. P. BIRMINGHAM.  
 UNCOUPLING LEVER.  
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929,188.

Patented July 27, 1909.

Fig. 1.

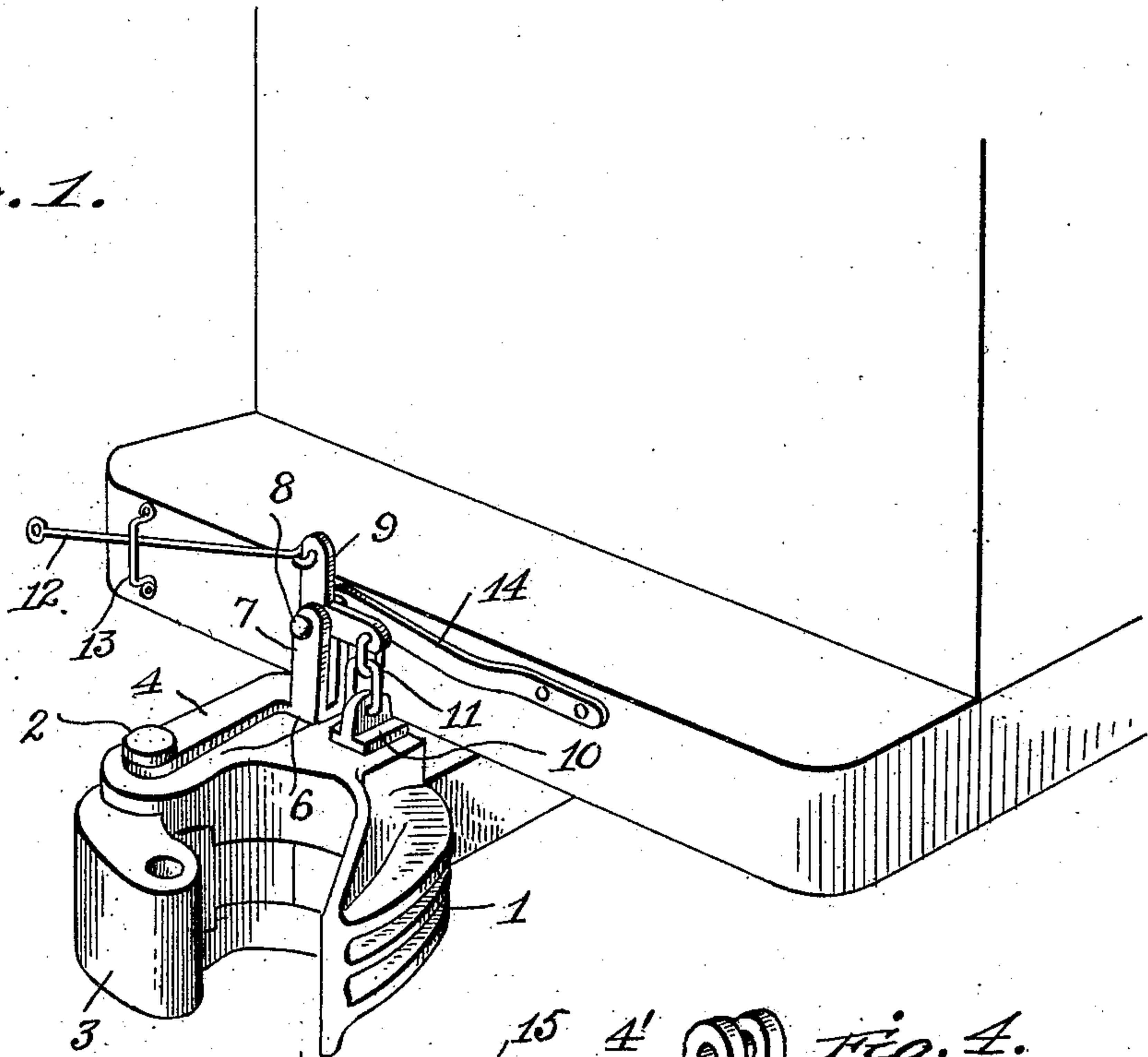
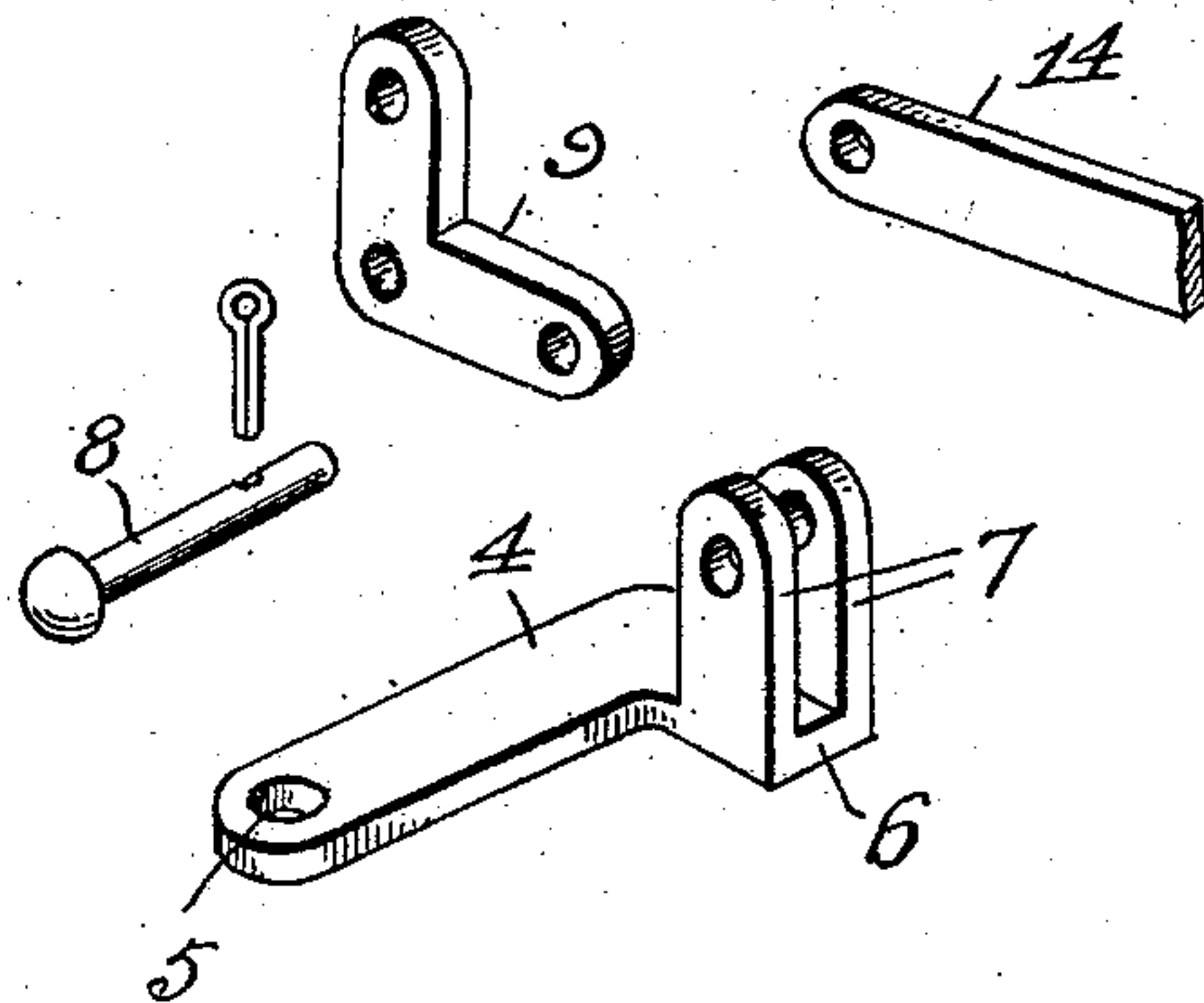
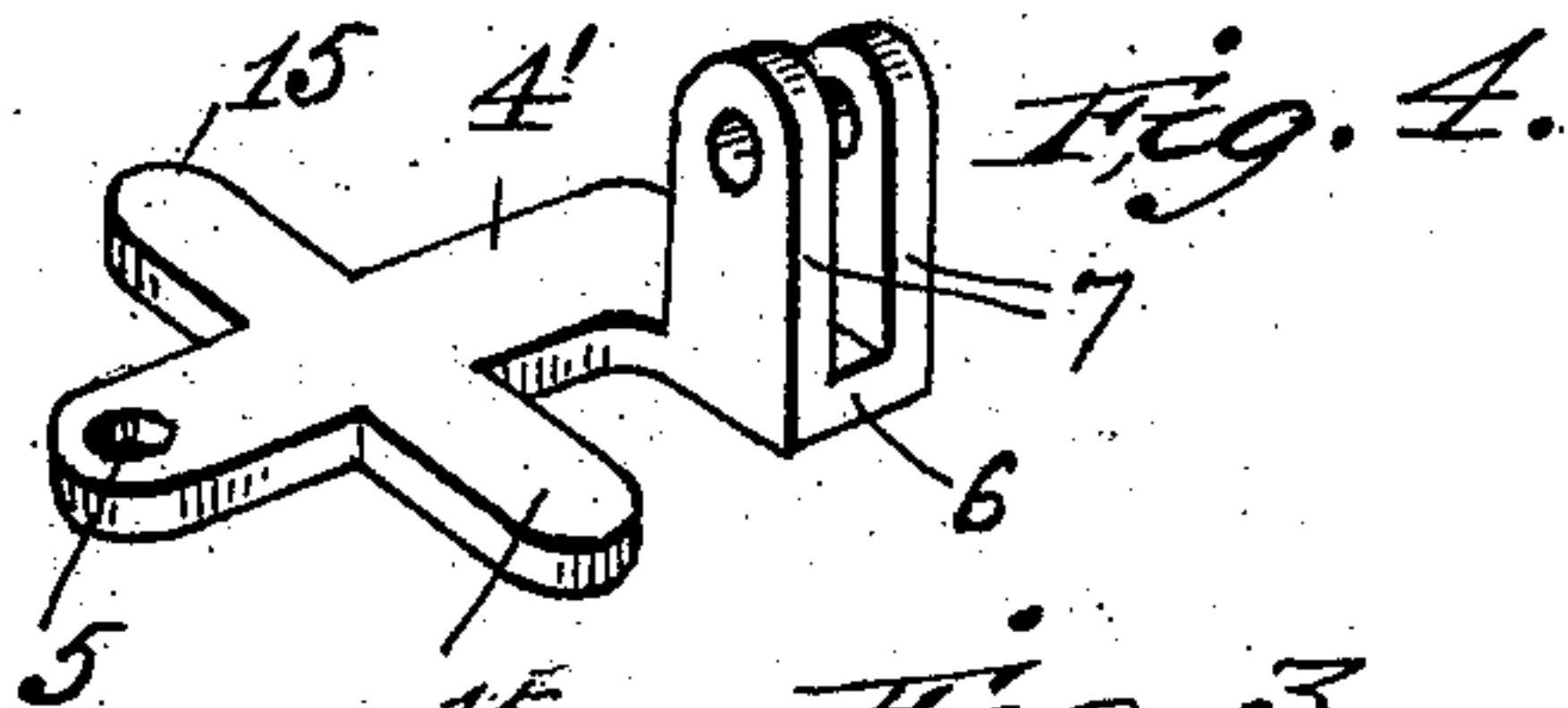
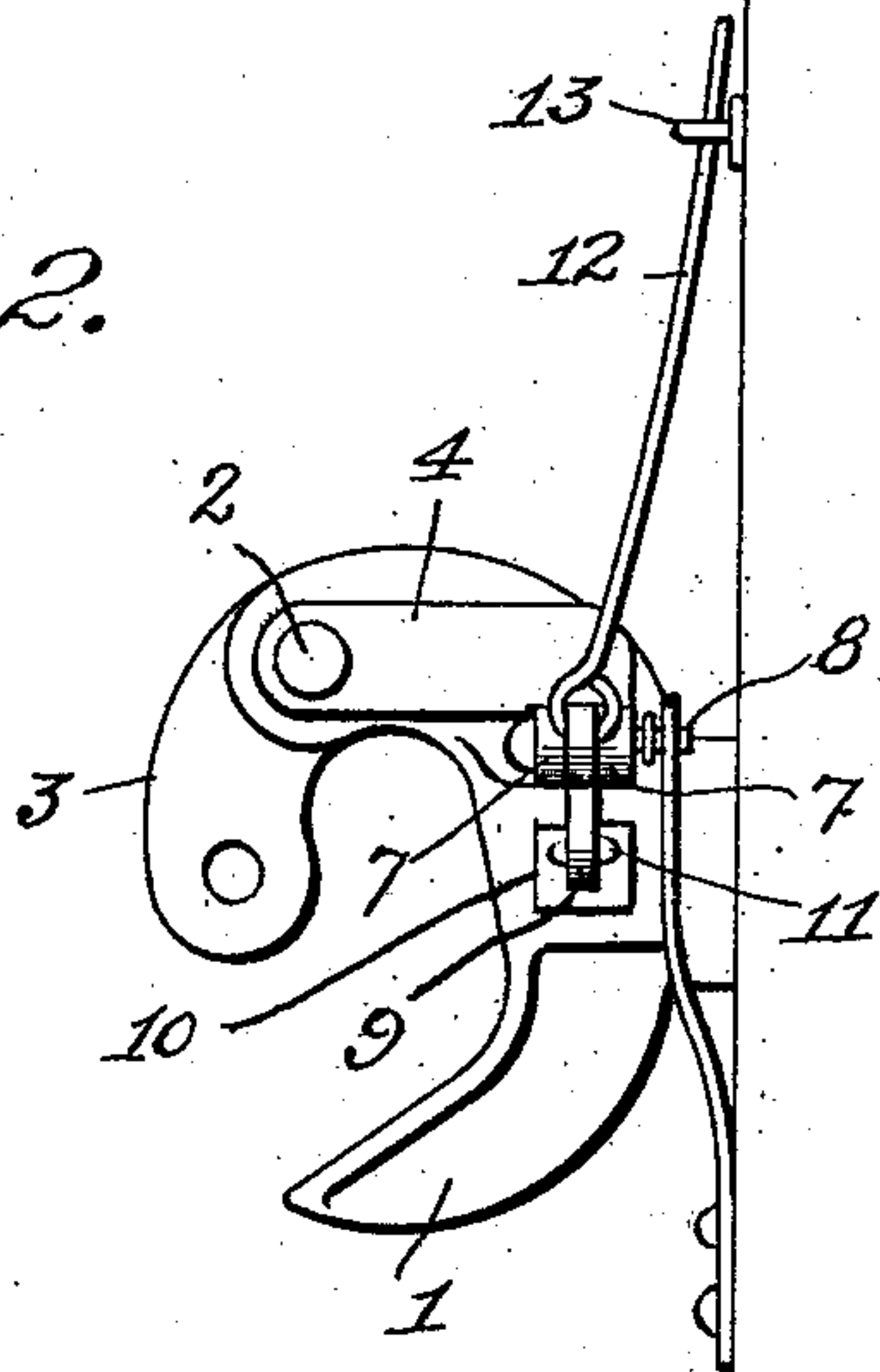


Fig. 2.



Witnesses

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# UNITED STATES PATENT OFFICE.

JOHN P. BIRMINGHAM, OF EAST LEXINGTON, VIRGINIA, ASSIGNOR OF ONE-HALF TO T. M. RAMSDELL, OF RICHMOND, VIRGINIA.

## UNCOUPLING-LEVER.

No. 929,188.

Specification of Letters Patent.

Patented July 27, 1909.

Application filed March 27, 1908. Serial No. 423,651.

*To all whom it may concern:*

Be it known that I, JOHN P. BIRMINGHAM, a citizen of the United States, residing at East Lexington, in the county of Rockbridge and State of Virginia, have invented certain new and useful Improvements in Uncoupling-Levers, of which the following is a specification.

My invention relates to car couplings, and has for its object to provide a novel locking pin lifting mechanism whereby the same will be supported entirely from the draw-head.

In the accompanying drawing—Figure 1 is a perspective view of a draw-head of the Janney type showing my improvement attached thereto. Fig. 2 is a plan view of the same. Fig. 3 is a perspective view of the pin lifting mechanism, the parts being shown separated. Fig. 4 is a perspective view of the base plate, showing a slightly modified construction.

Similar numerals of reference denote corresponding parts in the several views.

In the said drawing, the reference numeral 1 denotes a draw-head of the Janney type in which is pivoted, by means of pivot pin 2, the usual coupling hook 3. Resting on top of the draw-head is a base plate 4, the same being apertured at 5 to permit the passage therethrough of the coupling hook pivot pin 2, whereby said base-plate is detachably retained in position. Said base plate is preferably formed with an angular extension 6, having formed integral therewith the upwardly projecting ears or lugs 7. Pivoted between said ears on a pivot pin 8 is a bell-crank lever 9, whose lower arm is connected with the locking pin 10 of the coupling through a link 11, and whose upper arm is connected with an operating rod 12 extending to the side of the car and preferably passed through a loop 13 to guide the same.

From the above description it will be seen that by means of the rod 12 the bell-crank lever 9 may be rocked on its pivot pin 8 to raise or lower the locking pin 10. It will also be observed that said lever 9 and its base plate are both supported entirely by and movable with the draw-head 1, and that by utilizing the coupling hook pivot pin 2, the said base plate 4 and its attached parts may be detachably connected with any of the Janney type of couplings now in use without the necessity for the slightest change in or addition to the latter. It is this adaptability

of application to the couplings now in use that constitutes the essentially novel feature of my invention, nor do I wish to be understood to limit the use of the same to couplings of the Janney type, as it may with equal facility be applied to any type of coupling wherein there is employed a vertically movable locking pin.

In order that the base plate 4 may be maintained in its proper position at its rear end, I attach to the car sill a metallic strap 14 having its free end apertured to engage the end of pivot pin 8, the resiliency of said strap maintaining said engagement under any ordinary lateral movement of the draw-head. This connection will permit the necessary lateral movement of the draw-head, as the flexible chain connection 11 between the lever 9 and the locking pin 10 will permit a lateral movement of the base plate 4 on its pivot 2 with respect to said draw-head to accommodate said lateral movement of the draw-head.

Instead of employing the strap 14 for maintaining the base plate in position, I may provide a base plate 4' with ears or lugs 15, as shown in Fig. 4, which, when the base plate has been properly positioned on a draw-head, may be bent over to engage the sides of said draw-head, and thus maintain said base plate against lateral displacement.

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

1. In a car coupling, the combination with the draw-head, the coupling hook, and the coupling hook pivot pin, of a locking pin lifting mechanism adapted to be detachably retained upon the draw-head by the engagement of said pivot pin therewith.

2. In a car coupling, the combination with the draw-head, the coupling hook and the coupling hook pivot pin, of a locking pin lifting mechanism adapted to rest on said draw-head and be detachably retained thereon by the engagement of said pivot pin therewith.

3. In a car coupling, the combination with the draw-head, the coupling hook, and the coupling hook pivot pin, of a locking pin lifting mechanism embodying a base plate apertured to be detachably engaged by said pivot pin, and a pin operating lever pivoted to said base plate.

4. A pin lifting mechanism for car coup-

lings, embodying a base plate apertured to be detachably engaged by the coupling hook pivot pin and a pin operating lever pivotally mounted on said base plate.

- 5 5. In a car coupling, the combination with the draw-head, the coupling hook, and the coupling hook pivot pin, of a locking pin lifting mechanism adapted to rest on said draw-head and be detachably retained there-

on by the engagement of said pivot pin 10 therewith, and means for preventing rotation of said base plate on said pivot pin.

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

JOHN P. BIRMINGHAM.

Witnesses:

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M. C. SUPINGER.