

W. P. MURPHY.

UNCOUPLING LEVER.

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951,541.

Patented Mar. 8, 1910.

Fig. 1.

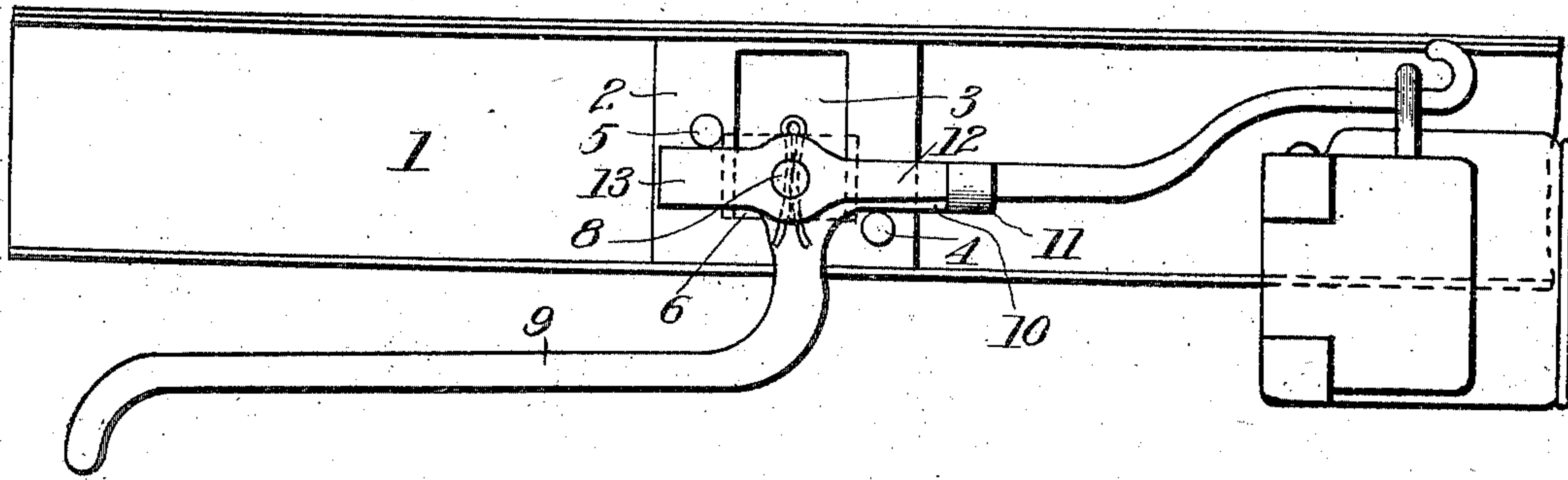
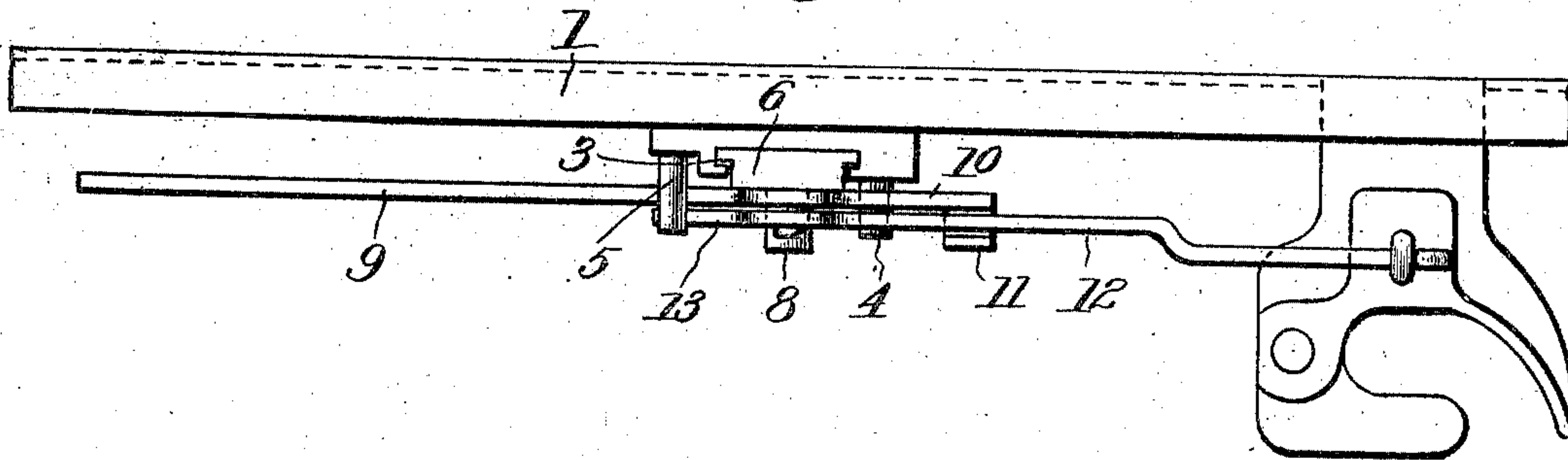


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

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UNCOUPLING-LEVER.

951,541.

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To all whom it may concern:

Be it known that I, WALTER P. MURPHY, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Uncoupling-Levers, of which the following is a specification.

The object of my invention is to provide an uncoupling lever for railway cars adapted to operate the uncoupling pin by an upward or a downward movement of the operating end of the lever and with this and minor objects in view my invention consists of the parts and combination of parts as will be hereinafter more fully set out.

In the drawing, Figure 1 is an elevation of the end sill of a car with my invention attached. Fig. 2 is a top plan view of the same.

1 represents the end sill to which a plate 2 is secured by any suitable means. The plate 2 is provided with an undercut groove 3 in one of its faces and with studs or fulcrum points 4 and 5, said fulcrum points being disposed in different horizontal planes.

6 is a plate having shoulders 7, said plate and shoulders being mounted and adapted to slide in the undercut groove 3 of the plate 2.

8 is a fulcrum stud integral with the plate 6 upon which the operating lever 9 is pivoted and secured thereon by any suitable means. The operating lever 9 is provided with an arm 10 having an offset or clip 11 on its extreme end.

12 is a lever pivoted upon the stud 8 at one end and adapted to rest and be supported in the clip or offset 11. The extreme inner end of the lever 12 is adapted for engagement with the coupling pin or one of the links of a chain secured to the coupling pin as found most desirable. It will be noted that the lever 12 has a rearward extension 13 beyond the pivot stud 8 to a point beyond the fulcrum 5.

In operation if pressure is exerted downwardly upon the operating lever 9, the inner end of the lever 12 is elevated through the medium of the clip or offset 11 of the operating lever 9, thereby elevating the uncoupling pin. If the outer end of the operating lever 9 is pulled upward, then the arm 10 of the lever 9 is caused to move downward until it comes into contact with a fulcrum 4. On continued upward movement of the outer end of the operating le-

ver 9 the lever is then fulcrumed on the fulcrum 4 whereby the pivot 8 with its plate 6 is caused to slide upwardly in the undercut groove 3, which brings the rearward extension 13 of the lever 12 into contact with the fulcrum 5. A continued upward movement of the operating lever throws the extreme inner end of the lever 12 upward by reason of the fact that said lever 12 is now fulcrumed on the fulcrum 5 and swings on the pivot 8 whereby the uncoupling is effected.

As changes may be made in the minor details of construction without departing from the spirit of my invention, I do not wish to be understood as limiting myself to the details of construction shown.

Having thus described my invention what I claim is:

1. A two-part uncoupling lever having a sliding fulcrum.

2. An uncoupling lever comprising two levers, a slidably mounted shifting fulcrum and a fixed fulcrum for both levers.

3. An uncoupling lever comprising a plate having a dovetailed recess, studs on the face of said plate on opposite sides of said recess and in different horizontal planes, a block slidably mounted in said recess, a pivot pin carried by said block, of a lever pivoted on said pivot pin, one end of the lever being longer than the other, the shorter end being constructed to engage one of the studs on said plate, a lip formed on the shorter end of the lever, a second lever pivoted to said pivot pin, the longer arm of said second lever resting in said lip and constructed to engage the locking pin of a coupler, the shorter arm adapted to engage one of the studs on said plate.

4. An uncoupling lever comprising a plate, two fulcrum points fixed on said plate in different horizontal planes, a slidable fulcrum mounted on said plate, an operating lever pivotally mounted on said slidable fulcrum, an arm extending beyond the slidable fulcrum and integral with the operating lever, an uncoupling lever pivotally mounted at a point near one end on the slidable fulcrum.

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

WALTER P. MURPHY.

Witnesses:

B. D. JONES,

C. C. MURPHY.