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Chierici

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[54] **UNCOUPLING LEVER FOR RAILROAD CARS WITH STANDARD DRAFT GEAR CUSHIONING**

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[52] **U.S. Cl.** **213/166,** 213/219

[51] **Int. Cl.** **B61g 3/08**

[58] **Field of Search** 213/166–171, 213/219, 211

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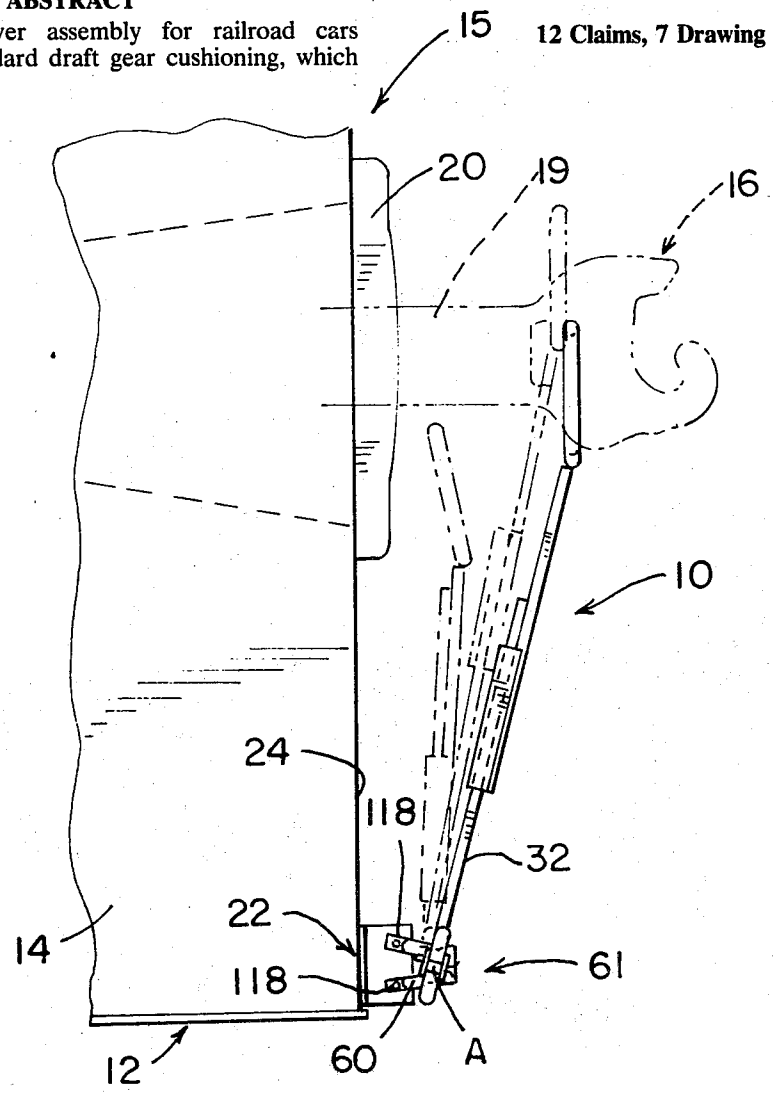
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[57] **ABSTRACT**

An uncoupling lever assembly for railroad cars equipped with standard draft gear cushioning, which lever assembly comprises a handle section and a lock lifter section, each including an elongate rectilinear bar, that are assembled to provide an effective operating length for the assembly that may be extended and contracted as required by coupler side swing and coupler impacts. The handle section bar has an operating handle affixed to one end of same for pivotal connection to the car, the handle section bar being unencumbered the rest of its length and to and through its other end. The lock lifter section bar has a lock lifter rod member affixed to one end of same having a hook eye adapted for a conventional application to the coupler lock lifter, and also has affixed to one side of same adjacent its other end a single channel member that defines a single slideway for the lever assembly in which the handle section bar is slidably received. The lever assembly bars are in side by side relation, with the lock lifter bar channel member slidably mounted on the handle section bar, and the handle section bar projecting through and inboard of the slideway when the coupler is in its neutral centered relation relative to the car. The result is that the portion of the handle section bar projecting inboard of the car from the slideway forms the portion of the adjuster accommodating take up and let out of the effective length of the lever assembly, as is required by coupler side swing and coupler impacts.

12 Claims, 7 Drawing Figures



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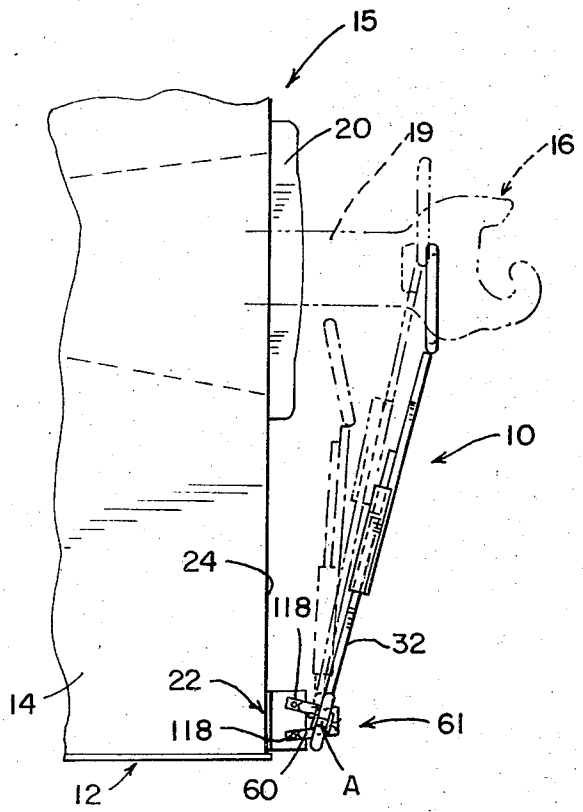


FIG. 1

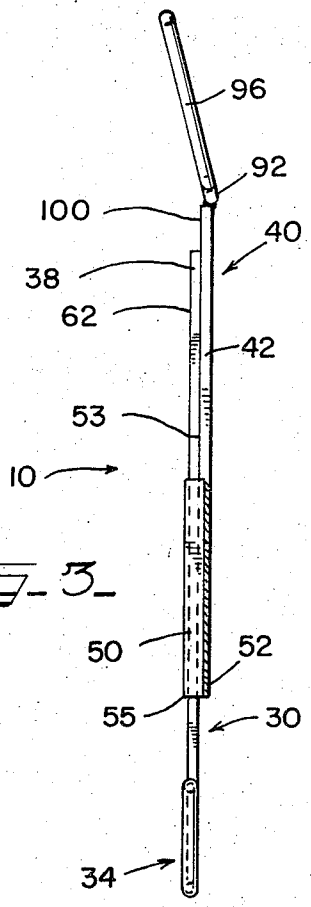


FIG. 3

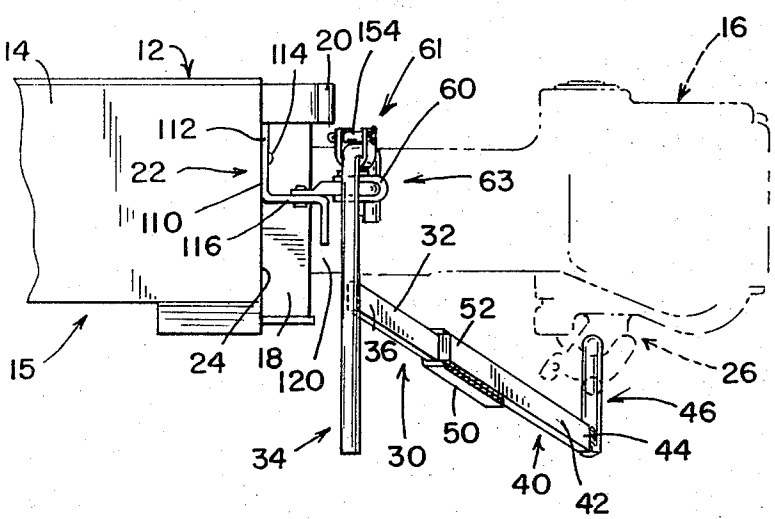
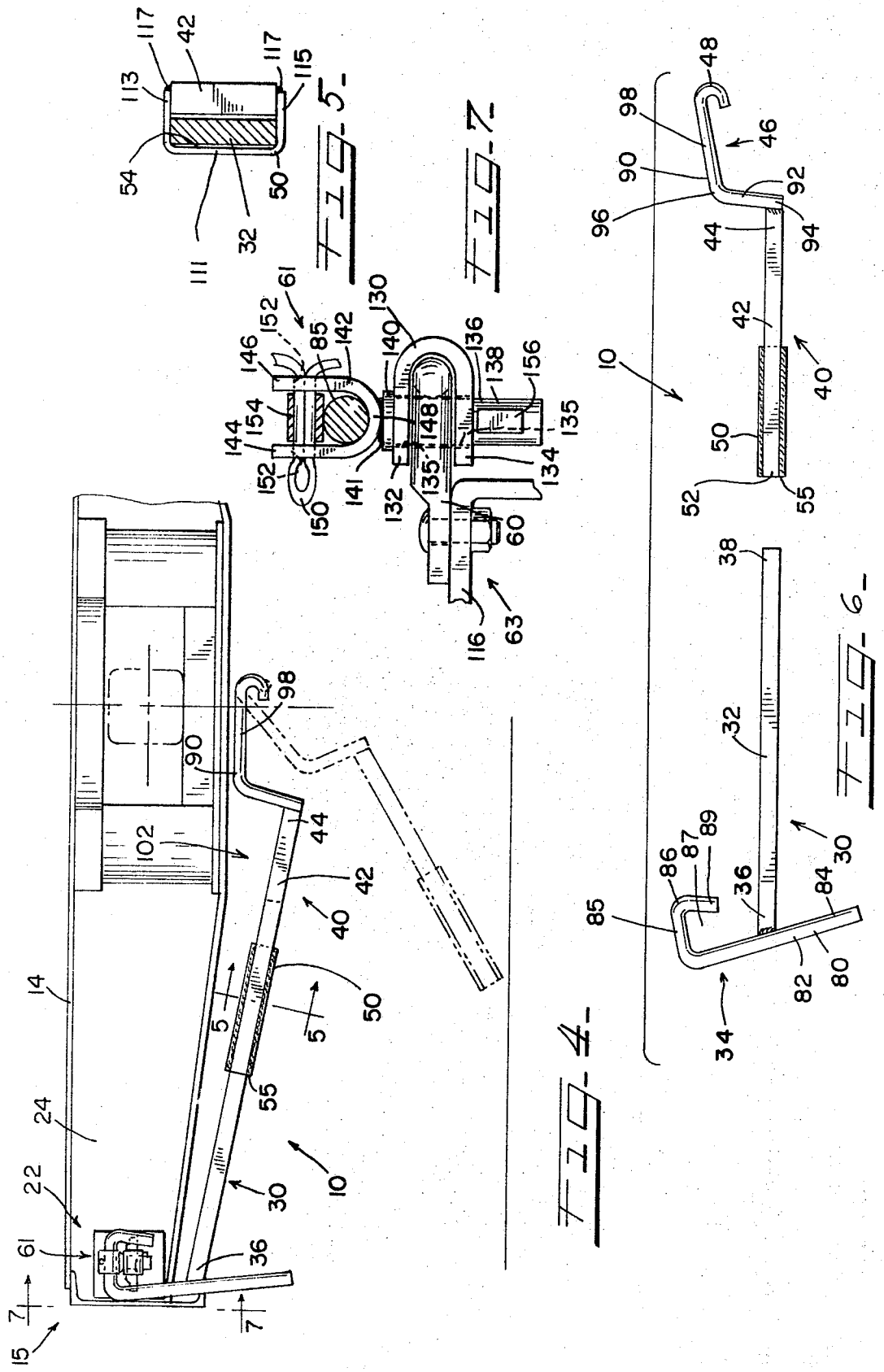


FIG. 2


FIG. 5
FIG. 7
FIG. 6
FIG. 4

UNCOUPLING LEVER FOR RAILROAD CARS WITH STANDARD DRAFT GEAR CUSHIONING

This invention relates to an uncoupling lever assembly for railroad cars, and more particularly, to an uncoupling lever assembly that is especially adapted for use with railway cars equipped with standard draft gear cushioning.

Uncoupling levers for cars equipped with standard draft gear cushioning, in accordance with standard practices, have usually been in the form of an operating rod that is rigid against extension and contraction lengthwise thereof, with the connection of the operating rod to the car end accommodating movement of the operating rod laterally of the car as required to accommodate coupler side swing and coupler impacts. While uncoupling levers designed for use with cars equipped with longer travel cushioning for handling coupler impacts have come to have extensible and contractible features to accommodate the additional coupler movement relative to the car body that is involved, the uncoupling levers for cars equipped with standard draft gear cushioning have continued to be designed to be non-extensible and contractible in nature lengthwise thereof. Furthermore, prior art uncoupling rods for cars equipped with standard draft gear cushioning have come to be made in many shapes and sizes for particular car applications, and thus are not interchangable between cars. Also, conventional uncoupling rods of this type in practice usually make it necessary to uncouple the car to apply or replace the uncoupling rod.

A principal object of this invention is to provide an uncoupling lever assembly that is specifically designed for use in connection with cars equipped with standard draft gear cushioning, that is of universal application insofar as cars of this type are concerned, that is swingably connected to the car, for operating the lock lifter, in a manner which avoids any substantial amount of movement of the lever assembly handle laterally of the car due to coupler swing, and that accommodates coupler swing by providing for extension and contraction of the effective length of the assembly adjacent the inboard end of the assembly.

Another important object of the invention is to provide an uncoupling lever assembly for cars equipped with standard draft gear cushioning that may be applied to and removed from the car without uncoupling the car or damaging the lever assembly in the removal process.

Other important objects of the invention are to provide an uncoupling lever assembly for cars equipped with standard draft gear cushioning that permits inventorying of only lever assembly for replacement purposes, that permits separate replacement of the basic assembly components, that permits the standardization of the car body mounting bracket for all cars of this type, and that provides an uncoupling lever assembly that is economical of manufacture, convenient to apply and use, and long lived in operation.

In accordance with this invention, the uncoupling lever assembly comprises a handle section and a lock lifter section that each include an elongate rectilinear bar, in which the bar of the handle section has a handle portion fixed to the outboard end of same, and the bar of the lock lifter section has a lock lifter rod affixed to the inboard end of same that includes the usual hook

eye adapted for application to the lock lifter. The outboard end of the lock lifter section bar is equipped with a channel member on the side of same that is to face the car, which channel member defines with the lock lifter section bar a single elongate slideway for the assembly through which the handle section bar extends. The handle section handle is swingably mounted on the car end by a special ore lock type pivotal connection which holds the handle section against significant shifting movement laterally of the car under coupler side swing and impacts; the extension and contraction, or take up and let out, of the effective length of the lever assembly that is required to accommodate coupler side swing and impacts is effective adjacent the inboard end of the assembly.

The handle and lock lifter sections of the assembly are freely separable on disconnection of the handle section from the car to permit ready replacement of either section if desired, and ready application to the car of the assembly without having to uncouple the car or dismantle the coupler knuckle assembly.

Other objects, uses, and advantages will be obvious or become apparent from a consideration of the following detailed description and the application drawings.

In the drawings:

FIG. **1** is a fragmental plan view of one end of a railroad car (shown in the form of a flat car) that is assumed to be equipped for standard draft gear cushioning, showing one embodiment of the invention applied thereto, with the coupler shown in a largely diagrammatic manner, and with the full line showing of the lever assembly having the normal riding position of same when the coupler is centered relative to the car;

FIG. **2** is a side elevational view of the structure shown in FIG. **1**, taken from the lower side of FIG. **1**;

FIG. **3** is a plan view of the assembly on an enlarged scale, with parts broken away, and on an enlarged scale, to better bring out the nature of the ends of the assembly as seen in plan in FIG. **1**;

FIG. **4** is an end view of the structure shown in FIG. **1**, taken from the right hand side of FIG. **1**, showing the manner in which the effective length of the lever assembly changes, and also showing in phantom the lock lifter section of the assembly separated from the handle section of the assembly for application or removal with respect to the coupler;

FIG. **5** is a fragmental sectional view taken substantially along line **5—5** of FIG. **4** with parts shown in end elevation;

FIG. **6** is a side elevational view of the lever assembly, with the handle and lock lifter sections shown separated; and

FIG. **7** is an elevational view, on an enlarged scale of a lever mounting device employed in connection with this invention.

However, it is to be distinctly understood that the specific drawing illustrations provided are supplied primarily to comply with the requirements of the Patent Laws, and that the invention may have other embodiments that will be obvious to those skilled in the art, and that are intended to be covered by the appended claims.

GENERAL DESCRIPTION

Reference numeral **10** of the drawings generally indi-

cates a preferred embodiment of the invention applied between the end **12** of car body underframe **14** and coupler **16** that is suitably mounted on the car **15** of which underframe **14** forms a part.

The underframe **14** is intended to represent a typical flat car having the usual fixed center sill **18** equipped with the usual striker **20.** Coupler **16** is operably mounted in the fixed sill **18** in any conventional manner, and it is assumed that it is operably connected to the center sill and/or the car body **14** through a conventional type of draft gear mechanism, an example of which is shown in U.S. Pat. No. 2,811,263, whereby the car **15** is equipped for standard draft gear cushioning of coupler impacts applied to the coupler **16** (standard draft gear traveling being in the range of 2¾ inches for buff impacts and 1¼ inches for draft impacts).

As is well known in the art, the car body **14** is supported on the railroad track by suitable trucks (not shown), and the shank **19** of the coupler **16** is secured to the car for swinging movement to either side of the car center line.

The uncoupling assembly **10** is applied between the car body bracket **22** that is suitably anchored to the car body end sill **24,** and the lock lifter or unlocking knuckle **26** of the coupler.

The lever assembly **10** generally comprises a handle section **30** that includes an elongate rectilinear bar **32** of rectangular transverse cross-sectional configuration (see FIGS. **2** and **5**) having handle portion **34** affixed, as by welding, to one end **36** of same; bar **32** is free and unencumbered for the full length of same, between its outboard end **36** and its inboard end **38** thereof for being freely received in the lock lifter section **40** of the assembly.

The lock lifter section **40** comprises elongate rectilinear bar **42** that is of rectangular transverse cross-sectional configuration (see FIGS. **2** and **5**) having affixed to the inboard end **44** of same a lock lifter portion **46** provided with the usual hook eye **48** that is adapted for conventional cooperation with the coupler lock lifter **26.**

The bar **42** of the assembly section **40** has affixed thereto a channel member **50,** adjacent its outboard end **52,** which forms on the side **53** of the bar **42** that is to face the end of the railroad car body **14,** a slideway **54** (see FIG. **5**) in which the handle section bar **32** is freely received.

It is to be noted that the slideway **54** approximately complements the transverse cross-sectional configuration of the bar **32,** and that the side **53** of the bar **42,** inboard of the channel member end **54,** including at the point of application of lock lifter portion **46,** is free and unencumbered for ready movement of the lock lifter section **40** relative to the handle section **30** to the extent tha the end **38** of handle section bar **32** may readily pass well beyond the juncture of lock lifter portion **46** and bar **42,** when the lever **10** is fully contracted to the extent channel member **50** engages handle portion **34.**

The bars **32** and **42** are proportioned so that when the coupler **16** is centered with respect to the centerline of the car **15,** the end **38** of bar **32** projects inboard of channel member **50** approximately the amount indicated in FIGS. **1** and **4.**

The assembly **10** may be applied to the car **15** without uncoupling the coupler **16** by taking the lock lifter section **40,** by itself, and separated from handle section **30,** angling the bar **42** downwardly in the manner indicated in broken lines in FIG. **4,** and applying the hook eye **48** to the lock lifter, after which the lock lifter section **40** may be swung horizontally to receive the handle section **30,** by applying its bar **32** to guideway **54.**

Further in accordance with this invention, a clevis **60** is applied to the car body bracket **22** to which is applied oar lock type mounting device **61** that receives the lever handle portion **34** to operably mount the assembly **10** in its operating position.

It will be observed from FIG. **1** that as the coupler swings back and forth in service, the lock lifter section **40** rides along the handle section bar **32,** with the portion **62** of the bar **32** that projects inboard of the channel member **50** providing for the extension and contraction of the effective length of the assembly **10,** as required by coupler swing and draft gear travel under coupler impacts. Thus, when the coupler **16** swings toward body bracket **22,** the assembly lock lifter section **40** moves outboard of the car and toward the body bracket **22** to expose additional portions of the handle section bar **32** inboard of channel member **50.** As the coupler swings in the opposite direction, the lock lifter section **40** moves inboard of the car or away from body bracket **22,** to the extent that the end **38** of bar **32** enters channel member **50** a short distance. It is preferable that the parts be proportioned so that when the assembly **10** is operably mounted on the car, the handle section bar **32** extends within the slideway **54** approximately six inches when the assembly **10** is at its maximum extended relation, and when the assembly is in its maximum contracted relation, the outboard end **55** of channel member **50** is well short of handle portion **34** (see FIGS. **1** and **3**). The six inch overlap of the bars **32** and **42** of the device in its contracted relation has been found to be the minimum necessary to insure that the parts remain aligned, under the action of gravity and other stresses, for efficient operation without binding.

The application of the assembly handle section **30** to the car by employing the mounting device **61** associated with clevis **60** and body bracket **22** swingably mounts the assembly **10** of the car for rotation of same (counterclockwise of FIG. **2**) to operate the lock lifter **26,** as well as for pivotal movement about a vertical axis passing approximately through point A (see FIG. **1**) about which the assembly **10** swings in the following buff and draft movement of the coupler. However, the pivotal connection involved at body bracket **22** is such that the handle portion **34** is secured against any substantial movement laterally of the vehicle, thus avoiding a basic defect in conventional operating levers for cars equipped with standard draft gear cushioning; such operating levers are usually connected to the car body to permit the handle to freely float relative to the car body in accommodating coupler side swing. This is found to result in dangerous projection of the handle outwardly of the car body and tendencies to pull an operator in between coupled cars, where the operator is attempting to uncouple the car under circumstances which bring in unexpected coupler swing away from the body bracket **22.**

It will also be noted that the handle section bar **32** is applied to the side of lock lifter section bar **40** on the side **53** of same that faces the end of the car **15,** with the result that when the handle portion **34** is operated

to uncouple the car, the bar **42** tends to be lifted about the circular path that is involved, thus avoiding application of undesirable stresses to the channel member **50,** and disposing the lever assembly **10** for minimum angling of the lock lifter portion **46** relative thereto.

SPECIFIC DESCRIPTION

The bar **32** is formed from suitable bar stock (preferably a suitable grade of steel) of uniform transverse cross-sectional configuration throughout its length. Handle portion **34** comprises a length **80** of suitable round stock having a rectilinear portion **82** which defines the operating handle **84** of the assembly, which portion **82** merges into open looped end portion **86** defining open eye **87** that is applied to mounting device **61.** As indicated in FIGS. **1** and **3,** the handle **84** and looped end **86** are in coplanar relation and they are in coplanar relation with the bar **32,** with the operating handle also being angled relative to the longitudinal axis of the bar **32** approximately 20°, as indicated in FIG. **6.** This results in the handle **84** being conveniently positioned, when assembly **10** is in its operating position, for grasping and operating by the operator. The looped end portion **86** of handle portion **34** includes a rectilinear portion **85** that is applied to mounting device **61,** and terminal portion **89** that is inboard of handle **84** and spaced well above bar **32.**

The bar **42** of lock lifter section **40** is formed from suitable bar stock (also preferably a suitable grade of steel), and the lock lifter portion **46** comprises a length **90** of round stock shaped to define riser portion **92** having its end **94** suitably affixed to the end **44** of the bar **42,** as by welding, and its other end **96** merging into a rectilinear extension portion **98** that in turn merges into hook eye **48.**

As indicated in FIG. **3,** the riser portion **92** is not centered with respect to the end **44** of bar **42,** but rather the riser portion **92** is disposed to one side of the bar **42** so that the end **38** of the housing section bar **32** may readily pass the riser portion **92** to move to the fully contracted relation of the assembly **10.**

As indicated in FIG. **6,** the riser portion **92** makes an angle of approximately 80° with respect to the longitudinal axis of the bar **42,** and the lock lifter portion **46** as a whole makes an angle of approximately 15° with respect to the longitudinal axis of the bar **42,** with the result that when the assembly **10** is in its operating position, the extension **98** is substantially horizontally disposed, and the assembly **10** is angled vertically downwardly (see FIG. **4**) to provide the notched configuration **102** which accommodates passage of the coupler of the opposing car in the event of a passed coupler impact.

Channel member **50** overlies approximately the outboard one half of bar **42,** and defines web portion **110** and side flange portions **113** and **115** that are affixed to bar **42,** as by welding at **117** (see FIG. **5**).

The body bracket **22** comprises a plate **110** of Z configuration having one planar portion **112** affixed to the car end sill **24** by suitable bolts or the like **114,** a middle planar portion **116** (see FIG. **2**) horizontally disposed and having clevis **60** affixed thereto by suitable fasteners **118** (which may be releasably mounted) and a planar portion **120** disposed in a depending manner adjacent the hand grip portion **34** that forms a movement stop for the assembly **10.**

The mounting device **61** generally comprises a first U-element **130** having legs **132** and **134** that receive the clevis **60** and are bored as at **135** to receive shank **136** of pivot pin **138,** to the head **140** of which is fixed (as by welding at **141**) a second U-element **142** between the legs **144** and **146** of which the handle portion **34** of assembly **10** is received. Thus, the portion **85** of the assembly handle rests on the bight or closed end portion **148** of element **142,** and is retained in place by a suitable fastener, such as cotter pin **150,** received through bores **152** formed in legs **144** and **146** of element **142.** Received over cotter pin **150** is bushing **154** that is in rolling engagement with handle portion **85.**

Shank **136** of pin **138** has lug **156** affixed thereto (as by welding) to secure pin **138** in place on clevis **60.** It will be noted that the elements **130** and **142** are disposed so that their legs are in perpendicular relation; however, element **142** pivots relative to element **130** in an oar lock like manner.

Device **61** pivots about vertical axis A as the coupler, moves longitudinally of the car in buff and draft, as indicated by the showing of FIG. **1.** As the coupler swings from side to side, handle portion **34** swings vertically within element **142** a limited amount (about 1° or 2°) to accommodate the movement of channel member **50** up and down the downwardly inclined bar **32,** whereby extension **98** remains relatively horizontally disposed during side swing of coupler **16.**

Clevis **60** and device **61** may be furnished as a conversion assembly **63** for mounting the assembly section **30** on the car. Alternately, handle portion may be applied directly to existing brackets used for conventional levers, such as that shown at the top of page **564** of the **1970** Edition of Car and Locomotive Cyclopedia.

It will therefore be seen that this invention provides an uncoupling lever assembly which has a single point of pivotal connection (point A) to the car body at its handle end, and the usual application to the customary lock lifter, to provide an uncoupling device arrangement in which the effective length of the device is extended or contracted in the area of the notched configuration **102,** that is, at the inboard end of assembly **10.** The excess length of the device is taken up inboard of, and externally of the end **54** of the slideway defining channel member **50,** and since the bars **32** and **42** are in side by side relation there is no undue limiting of the effective length of the lever, as there is in levers of the telescoping type (in which the adjusting parts involved are in coaxial relation). The take up of the lever assembly in being in the area of the notched configuration **102,** and thus adjacent the coupler, is disposed well out of the way of the side of the car, which avoids safety hazards of the type inherent in levers of the type in which the handle has substantial movement laterally of the car in response to coupler swing. The location of the lever assembly take up at the notched configuration **102** also avoids interference with operation of the handle **84** when the device is to be used to uncouple the car.

The assembly sections **30** and **40** are readily separable, and after separation of section **30** from mounting device **61,** are adapted for ready replacement of either section **30** or **40,** as may be desirable under the circumstances. Application of the device is easy by permitting the lock lifter section **40** to be first applied, after which the handle section **30** may be applied to the lock lifter section **40,** as heretofore indicated. However, in many

instances, the assembly **10**, by fully contracting same, to dispose the outboard end **55** of channel **50** adjacent handle **84**, may be applied to the coupler without uncoupling the car by reason of the relatively soft contracted effective length of the assembly that will result.

The assembly **10** is also adapted for ready application to all cars of the type employing standard draft gear cushioning, as well as to both type E and F couplers. Since the basic take up and let out parts of the assembly are sturdy yet simple flat steel bars, heat and hammer repair in the field for straightening purposes, where necessary, will suffice. If one section is irrepairably damaged, it may be replaced with a like section, thereby avoiding having to replace the whole lever assembly.

The assembly may be quickly applied to the car without uncoupling the car or dismantling the coupler, and without having to stand between the truck rails to do so. The disposition of the assembly as mounted avoids the passed coupler impact problem.

In a commercial embodiment bars **32** and **42** are ⅝ inch thick and 1½ or 2 inches in width. Channel member **50** is 12 inches in length, with the bars **32** and **42** being approximately 3½ feet and 2 feet in length, respectively.

The assembly **10** is arranged to accommodate coupler movements in cushioning buff and draft impacts ranging from standard draft gear cushioning up to and including ten inches of hydraulic end of car or sliding sill cushioning.

The foregoing description and the drawings are given merely to explain and illustrate the invention and the invention is not to be limited thereto, except insofar as the appended claims are so limited, since those skilled in the art who have the disclosure before them will be able to make modifications and variations therein without departing from the scope of the invention.

I claim:

1. In an uncoupling lever device for a railroad car having a coupler mounted at one end thereof for side to side swinging movement and movement longitudinally of the car in response to buff and draft forces and including a lock lifter for uncoupling the coupler, which car is equipped for standard draft gear cushioning of said buff and draft forces, with said uncoupling device including a lever assembly comprising a lock lifter section including a hook eye at one end thereof adapted to operatively engage the lock lifter for support by the coupler, and a handle section including a handle portion at one end thereof adapted to be pivotally secured to the car to one side of the end of the car to swing about a pivot point to move said hook eye portion to operate said lock lifter, the improvement wherein:

said handle section comprises:

an elongate rectilinear bar of quadrilateral transverse cross-sectional configuration, with the handle portion being fixed to one end of said bar,

said lock lifter section comprising:

an elongate quadrilateral bar of quadrilateral transverse cross-sectional configuration having the hook eye affixed to one end of same,

said lock lifter section bar adjacent the other end of same including a single elongate slideway along one side of same,

with said handle section bar being slidably received in said slideway for disposing and maintaining said bars in substantial side by side parallelism,

said slideway being shaped relative to said handle section bar to place said handle section bar in cranking relation to said lock lifter section bar and said handle section bar being on the side of said lock lifter section bar that is to face the car,

said slideway being open at either end of same for free travel of said lock lifter section slideway longitudinally of said handle section bar to, on movement of said lock lifter section bar toward the handle portion, dispose said other end of said handle section bar exteriorly of said slideway at the hook eye end of same for accommodating contraction of said device under coupler swing when the coupler swings toward said handle portion,

said bars being formed for free travel of said lock lifter section bar relative to said handle section bar, on said movement to project said other end of said handle section bar from said slideway, to adjacent said one end of said lock lifter section bar, and for free travel of said slideway the full length of said handle section bar,

said bars being proportioned to dispose said other end of said handle section bar intermediate said one end of said lock lifter section bar and the slideway inboard end when the coupler is centered relative to the car.

2. The improvement set forth in claim **1** wherein:

said bars each are of rectangular cross-sectional configuration defining opposed wide sides and opposed narrow sides,

said one side of said lock lifter section bar being a wide side thereof,

with said bars being disposed to have adjacent of their said wide sides in vertically disposed, closely spaced, substantially parallel relation.

3. The improvement set forth in claim **2** wherein:

said lock lifter section further comprises:

a rod element affixed to said one end of said lock lifter bar off center of same in the direction away from said one side thereof to accommodate passing of said handle section bar other end by said rod element on contraction of said device,

said rod element being formed to define the hook eye.

4. The improvement set forth in claim **2** wherein:

said handle section further comprises:

a rod element fixed to said one end of said handle section bar, and forming said handle portion,

said handle section rod element defining a pendant handle and an open loop for pivotally connecting same to the car,

said pendant handle being in coplanar relation with the long dimension of said handle section transverse cross-sectional configuration.

5. The improvement set forth in claim **1** wherein:

said handle section bar is freely removable from said slideway by extending said device to withdraw said handle section bar from said slideway.

6. In a railroad car adapted to ride on track rails and having a coupler mounted at one end thereof for side to side swinging movement and movement longitudinally of the car in response to buff and draft forces and including a lock lifter for uncoupling the coupler, which car is equipped for standard draft gear cushion-

ing of said buff and draft forces, and an uncoupling device including a lever assembly comprising a lock lifter section including a hook eye at one end thereof operatively engaging the lock lifter and supported by the coupler for pivotal movement about a pivot point to lift the lock lifter to uncouple the coupler, and a handle section including a handle portion at one end thereof pivotally secured to the car to one side of the end of the car to swing about a pivot point to move said hook eye portion to operate said lock lifter, the improvement wherein:

said handle section comprises:

an elongate rectilinear bar of quadrilateral transverse cross-sectional configuration, with the handle portion being fixed to one end of said bar,

said lock lifter section comprising:

an elongate quadrilateral bar of quadrilateral transverse cross-sectional configuration having the hook eye affixed to one end of same,

said lock lifter section bar adjacent the other end of same including a single, elongate slideway along one side of same,

with said handle section bar being slidably received in said slideway for disposing and maintaining said bars in substantial side by side parallelism,

said slideway being shaped relative to said lock lifter section bar and said handle section bar being on the side of said lock lifter section bar that faces the car,

said slideway being open at either end of same for free travel of said lock lifter section slideway longitudinally of said handle section bar to, on movement of said lock lifter section bar toward the handle portion, dispose said other end of said handle section bar exteriorily of said slideway at the hook eye end of same for accommodating contraction of said device under coupler swing when the coupler swings toward said handle portion,

said bars being formed for free travel of said lock lifter section bar relative to said handle section bar, on said movement to project said other end of said handle section bar on said movement, to project said other end of said handle section bar from said slideway, and for free travel of said slideway the full length of said handle section bar,

said bars being proportioned to dispose said other end of said handle section bar intermediate said one end of said lock lifter section bar and said slideway when the coupler is centered relative to the car,

whereby said lock lifter section hook eye may be pivoted about its pivot point to lift the lock lifter by swinging said handle section about its pivot point away from the car to lift said lock lifter section bar in swinging motion about its said pivot point.

7. The improvement set forth in claim **6** wherein:

said bars each are of rectangular cross-sectional configuration defining opposed wide sides and opposed narrow sides,

said one side of said lock lifter section bar being a wide side thereof,

with said bars being disposed to have adjacent of their said wide sides in vertically disposed closely spaced, substantially parallel relation.

8. The improvement set forth in claim **7** wherein:

said lock lifter section further comprises:

a rod element affixed to said one end of said lock lifter bar off center of same in the direction away from said one side thereof to accommodate passing of said handle section bar other end by said rod element on contraction of said device,

said rod element being formed to define the hook eye.

9. The improvement set forth in claim **7** wherein:

said handle section further comprises:

a rod element fixed to said one end of said handle section bar, and forming said handle portion,

said handle section rod element defining a pendant handle and an open loop for pivotally connecting same to the car,

said pendant handle being in coplanar relation with the long dimension of said handle section transverse cross-sectional configuration,

and means for pivotally connecting said handle section rod element to the car at said loop thereof and said handle section pivot and against substantial shifting movement of said handle loop laterally of the car.

10. The improvement set forth in claim **9** wherein:

said handle section pivotally connecting means comprises a clevis fixed to said car in a substantially horizontal plane,

a first U-element received over said clevis,

a pin received through the legs of said U-element and said clevis to connect said U-element to said clevis,

a second U-element fixed to said pin in upright position above said first U-element,

with said handle section open loop being received in said second U-element,

and means for releasably retaining said handle section open loop in said second U-element.

11. The improvement set forth in claim **6** wherein:

said bars, in the maximum extended relation of said device, as applied to the car, overlap approximately 6 inches.

12. A replacement mounting assembly for mounting the handle end of an uncoupling lever assembly on a railroad car, said mounting assembly comprising:

a clevis adapted to be fixed to said car in a substantially horizontal plane,

a first U-element received over said clevis,

a pin received through the legs of said U-element and said clevis to connect said U-element to said clevis,

a second U-element fixed to said pin in upright position above said first U-element,

and means for releasably retaining the handle of the lever assembly in said second U-element.

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