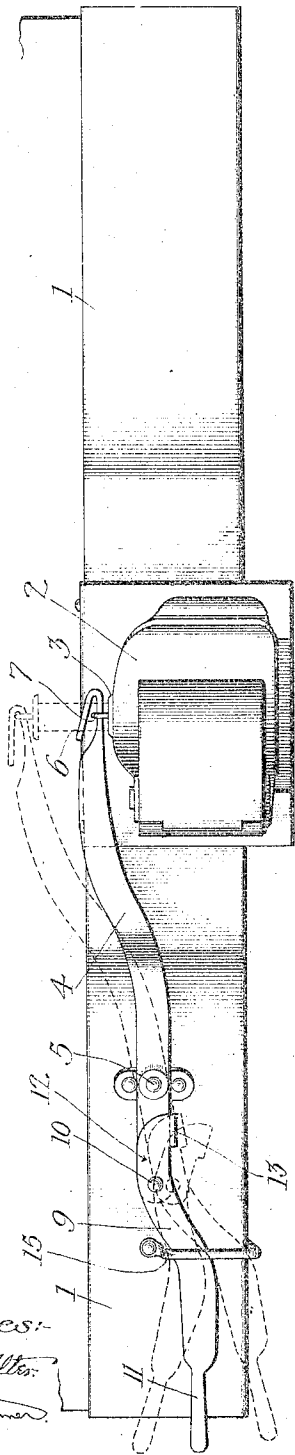


J. B. AUGUSTUS.
 UNCOUPLING LEVER.
 APPLICATION FILED JULY 13, 1910.

990,828.

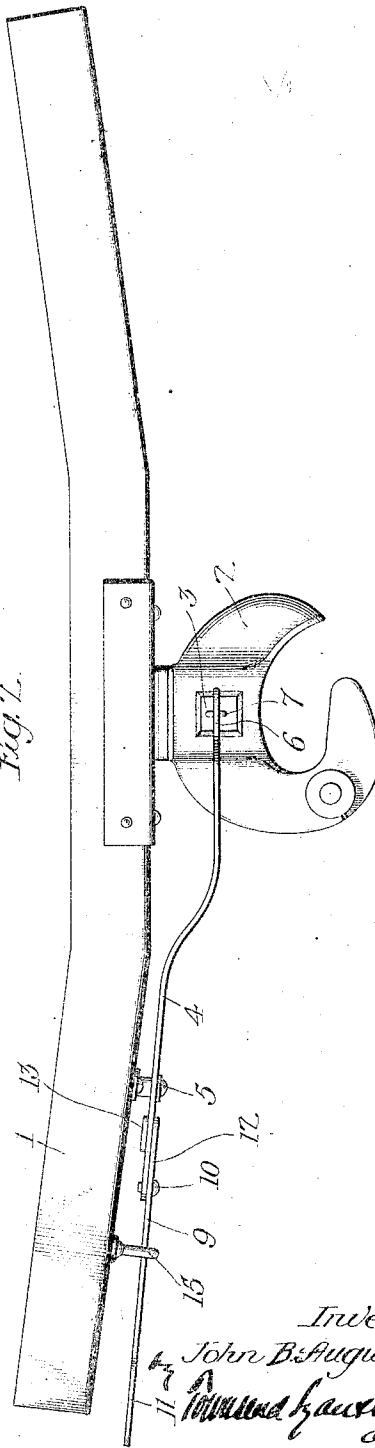
Patented May 2, 1911.

Fig. 1.



Witnesses:
 John A. Allen
 Lester H. Palmer

Fig. 2.



Inventor:
 John B. Augustus,
 Attorney

UNITED STATES PATENT OFFICE.

JOHN B. AUGUSTUS, OF LOS ANGELES, CALIFORNIA.

UNCOUPLING-LEVER.

990,828.

Specification of Letters Patent.

Patented May 2, 1911.

Application filed July 13, 1910. Serial No. 571,849.

To all whom it may concern:

Be it known that I, JOHN B. AUGUSTUS, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented a new and useful Uncoupling-Lever, of which the following is a specification.

This invention relates to a lever for uncoupling the locking pin of the railway car coupler, and the object of the invention is to provide improved means whereby movement of the handle portion of the lever, either up or down will operate the locking pin to release the coupler.

The accompanying drawings illustrate the invention, and referring thereto: Figure 1 is an end view of the coupler provided with the coupling lever. Fig. 2 a plan thereof.

1 designates an end portion of a railway car, and 2 a coupler head mounted thereon in the usual manner, said coupler head being of usual construction, and provided with the usual locking pin 3. A lever 4 pivoted at 5 to the car body is provided with means such as a hook 6 engaging an eye 7 on the top of the locking pin 3 to raise the locking pin on operation of said lever. Such operation of the lever is affected by a handle member 9 pivotally connected to the lever at 10 and provided with a handle portion 11 at its outer end. Said handle member 9 has an arm or extension 12 extending forwardly from its pivotal connection 10 and formed with a flange or projection 13 extending under the lever 4. A guide and stop member 15 in the form of a strap or rod is attached at its upper and lower ends to the car body 1, and extends over, alongside and under the handle member 9, limiting its movement in both directions.

The operation of the device is as follows: When the coupler is locked the pin 3 is down and the operating lever 4 and handle member 9 are in position shown in full lines in Fig. 1. If the handle member 9 is pressed down to position shown in lower dotted lines its lug or projection 13, engaging under the lever 4, causes the members 9 and 4 to move as a single lever, turning about the pivot 5 and raising the locking pin 3 to release the same. If, on the other hand, the handle

member 9 is raised to position shown in upper dotted lines the projection 13 moves away from the lever 4, the member 9 turning on its pivotal connection 10 with respect to said member 4 until its upward movement is arrested by the upper end of the stop means 15, whereupon said upper end of the stop means operates as fulcrum for the handle member 9, and said member turning on said fulcrum depresses the outer end of the lever 4 at the point where the member 9 is pivotally connected thereto, and thereby raises the inner end of said lever 4 and the locking pin 3 connected thereto. Movement of the handle member 9 either up or down therefore operates to raise the locking pin 3 and release the coupler. The stop means 15 also serves to limit the downward movement of the handle member 9 thereby preventing accidents such as are liable to occur by reason of the giving way of the usual limiting means for the locking pin. By thus arresting the downward movement of the handle member liability of injury to the operator is avoided.

What I claim is:

1. In combination with a railway car body and a coupler thereon having a locking pin, an operating means for said pin comprising a lever pivoted to the car body, a handle member pivotally connected to said lever and having a projection engaging said lever upon depression of the handle member but moving out of engagement upon the elevation of the handle member, and a stop means on the car body in the path of movement of said handle member and serving as a fulcrum for the handle member upon elevation of the handle member, whereby movement of the handle member in either direction will operate to raise the locking pin.

2. The combination with a railway car body and a coupler thereon having a locking pin, of an operating means for said pin comprising a lever pivoted to the car body and connected to the locking pin, a handle member pivotally connected to said lever and provided with a projection engaging under said lever to operate the lever on depression of the handle member, and a fixed stop means on the car body limiting the upward movement of the handle member and engaging

therewith to serve as fulcrum therefor whereby such upward movement of the handle member will operate the aforesaid lever to raise the locking pin in the upward
5 as well as the downward movement of the handle, said fixed stop means also limiting the downward movement of the handle member.

In testimony whereof, I have hereunto set my hand at Los Angeles, California this 8th 10 day of July 1910.

JOHN B. AUGUSTUS.

In presence of—

ARTHUR P. KNIGHT,
GLADYS RUSSELL.