

J. J. HANNON.
 UNCOUPLING LEVER.
 APPLICATION FILED JULY 19, 1907.

949,824.

Patented Feb. 22, 1910.

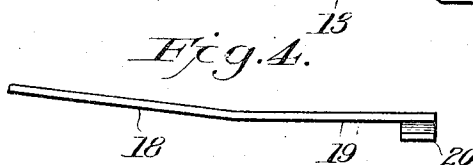
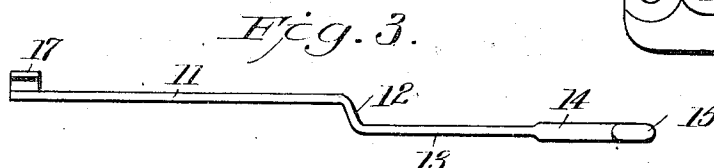
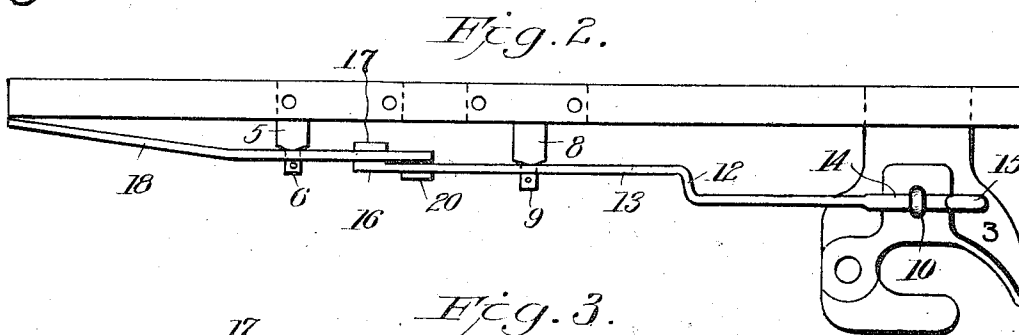
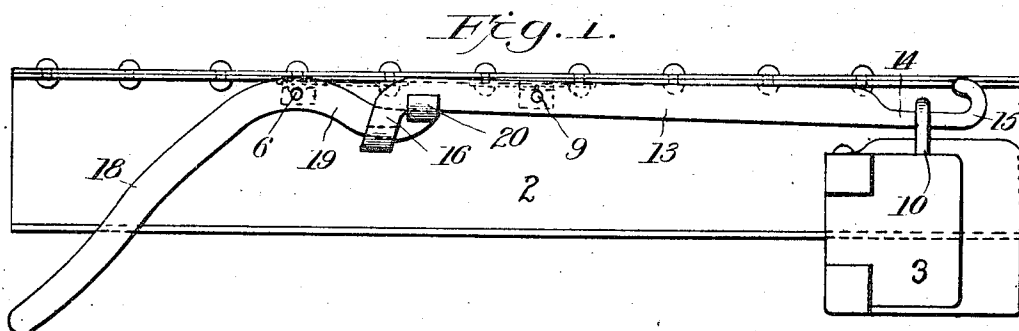


Fig. 5. Fig. 6.

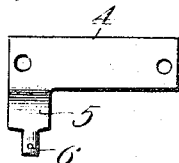
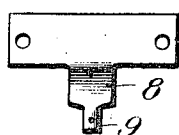


Fig. 7. Fig. 8.



Witnesses

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UNITED STATES PATENT OFFICE.

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UNCOUPLING-LEVER.

949,824.

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To all whom it may concern:

Be it known that I, JAMES J. HANNON, a citizen of the United States, residing at Logansport, in the county of Cass and State of Indiana, have invented certain new and useful Improvements in Uncoupling-Levers, of which the following is a specification.

In the drawings: Figure 1 is an end view of a car-end sill, broken away, with my invention in position. Fig. 2 is a top plan view of the same. Figs. 3 and 4 are top plan views of the levers detached. Figs. 5 and 6 are top plan and end elevation, respectively, of one of the pivot plates. Figs. 7 and 8 are similar views of another pivot plate.

1 represents a car of approved construction having an end sill 2 constructed of commercially rolled channel iron. Of course any type of end sill may be employed as far as my invention is concerned.

3 is a coupler of approved type.

4 is a plate having an offset 5 at one end which terminates in a pivot bearing 6. The offset and pivot bearing are deflected downward as clearly shown in the several views in the drawing so that they will be in a horizontal plane below the top of the end sill. The plate 4 is provided with rivet or bolt openings through which bolts or rivets are passed whereby it is rigidly secured to the flange of the channel iron.

The plate 7 is provided with openings to facilitate its attachment to the flange of the channel iron. This plate is provided with an offset 8 about midway its length, from which projects a pivot bearing 9. The offset and pivot bearing 8 and 9 are deflected downward and thence outward as explained in connection with the offset and pivot bearing of the plate 4.

10 is the pin of the coupler having an eye in its head.

11 is a lever pivoted on the pivot bearing 9 of the plate 7 whereby it is pivotally mounted on the end sill of the car. This lever has an offset 12 and an extension 13 whereby it is positioned in line with the eye of the coupling pin; the extreme end of the portion 13 being reduced and rounded as at 14 whereby it may readily slide, or rather the pin may slide on it as the draw bar swings from side to side of the car in rounding curves and its general movement in irregularities in the road bed. The end of the

portion 13 being turned up as at 15 to prevent the pin slipping off said rounded portion, as will be readily understood. I shall for sake of brevity refer to the portions 14, 12, 13, as the uncoupling lever in the specification and claims.

The outer end of the uncoupling lever is deflected downward and slightly outward as at 16 and provided with a hook 17 which is turned inward toward the end sill as clearly shown in Fig. 2.

18 is a hand operated lever pivoted on the pivotal bearing 6 to the end sill some distance from the pivot of the uncoupling lever toward the side of the car, the end 19 of which is bent downward and thence upward in a gentle curve with its extreme end in about the same plane as the center of the pivot pin 6. The outer end of the hand lever is sagged downwardly below the plane of the under-face of the end sill, in which position it may be readily grasped by a trainman without danger of having his hand caught between the end sills of adjacent cars.

My improved release sagging or uncoupling release is designed to be operated by raising up on the lever 18 which causes its end 19 to swing downward in an arc and as the end 19 is in engagement with the hook 17 of the uncoupling lever said lever is swung on its pivot 9 and its inner end elevated whereby the pin 10 is raised and the uncoupling effected.

It will be seen that the levers have no rigid or fixed connection between them thus they may, independently take up the usual movements of a car in transit without affecting the coupling.

It will be noticed that the uncoupling lever is pivoted beyond its center toward the side of the car, thus placing the greatest weight between its pivot and the coupling pin, the object of which is to obviate the accidental uncoupling of the cars while in transit, due to the vertical movement of the lever incident to the movement of the train. It has been found that with the weight of an independent lever like this disposed equally, or nearly so, of its pivot, it has a tendency to jolt upward, thus uncoupling the cars while in transit, which may result in destruction of life and property. For this reason I dispose the greatest weight of the lever on the coupling pin.

As will be seen in Fig. 2, the major por-

tion of the hand operated lever 18 is deflected toward the end sill so as to prevent the hand levers of coupled cars engaging or interfering with each other on curves.

- 5 The outer end of the hand operated lever is limited in its downward movement by means of its hook 20 engaging the uncoupling lever:

It will be understood that my uncoupling lever can be operated by a person standing on the end sill, over the rigging, by placing the foot on the end of the lever which is connected with the draw bar and pushing down. When cutting a car off from a train, this will be found a great advantage, as it will avoid the necessity at times, of having to hang over the side of the car to make the uncoupling.

What I claim is—

- 20 1. In a release rigging for cars, the combination with an uncoupling lever pivotally mounted and having a downward sagging outer end, and a hook on said sagging end, of a hand operated lever independently pivoted and a hook on its inner end constructed to engage the uncoupling lever while the hook of the uncoupling lever is constructed to engage the hand operated lever.

2. In a release rigging, the combination with a commercially rolled channel iron end sill, of a plate secured to the flange thereof, and a pivot bearing extending downward and thence forward from said plate.

3. In a release rigging, the combination with an end sill of commercially rolled channel iron, two pivot plates secured a distance apart to the upper flange of said iron, of an uncoupling lever pivotally mounted on one of said pivots, a hook depending from the outer end of said lever, the inner end of this lever being reduced in diameter, and a hand operated lever independently mounted on the other pivot, the inner end of the hand lever being bent downward and thence upward, a hook on the inner end of the hand lever, the outer end of said hand lever being sagged downward below the under face of the end sill, the hook of each lever being constructed to engage the other lever.

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

JAMES J. HANNON.

Witnesses:

E. R. HELM,
J. W. SCHONERT.