

W. P. MURPHY.
RELEASE RIGGING.
APPLICATION FILED JAN. 14, 1911.

1,043,930.

Patented Nov. 12, 1912.

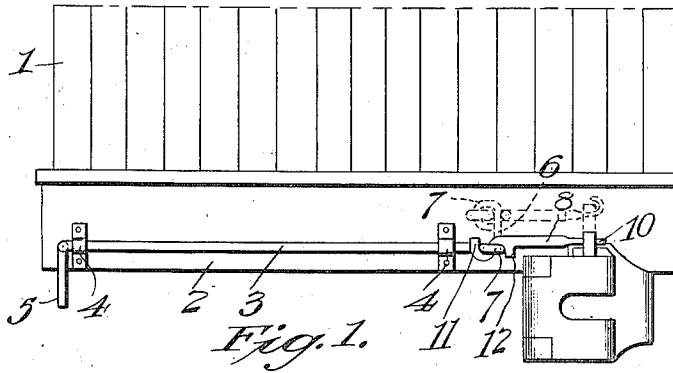


Fig. 2.

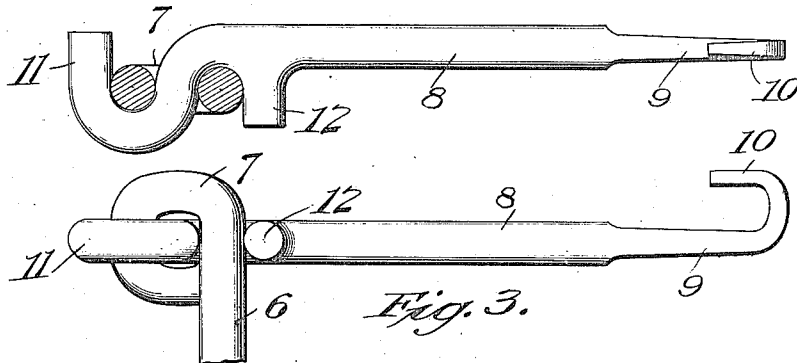


Fig. 4.

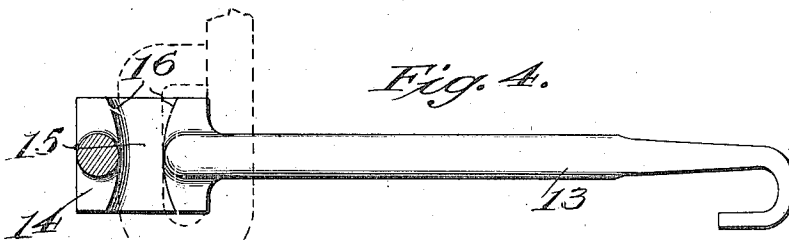
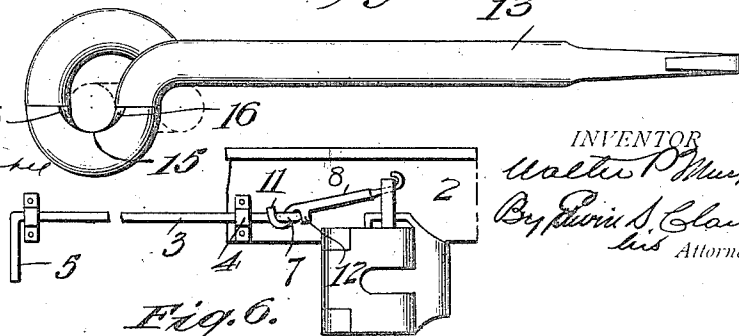


Fig. 6.



Witnesses:
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UNITED STATES PATENT OFFICE.

WALTER P. MURPHY, OF ST. LOUIS, MISSOURI.

RELEASE-RIGGING.

1,043,930.

Specification of Letters Patent.

Patented Nov. 12, 1912.

Application filed January 14, 1911. Serial No. 602,664.

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 Release-Riggings, of which the following is a specification.

The object of my invention is to produce a cheap, simple and efficient uncoupling lever, and with this and minor objects in view, my invention consists in the parts and combination of parts as will be hereinafter more fully set out.

In the drawing, Figure 1 is an end view of a railroad car, parts broken away, with my invention attached thereto; Fig. 2 is a side elevation of the locking pin lever with the eye of the hand operated lever in section; Fig. 3 is a bottom plan view of Fig. 2; Fig. 4 is a top plan view of a slight modification, and Fig. 5 is a side elevation of the same. Fig. 6 is an end elevation showing the pin lever elevated.

The numeral 1 represents a car of suitable construction and 2 the end sill therefor, which may also be of any suitable pattern.

The numeral 3 is a hand operated lever secured to the end sill by bearing straps 4, the outer end of the lever terminating in an operating handle 5, which depends below the plane of the under face of the end sill. The inner end of the lever 6 is bent at right angles and terminates in an eye 7 formed in a horizontal plane.

The numeral 8 is the locking pin lever having the usual reduced portion 9 adapted to slide in the eye of the locking pin, said reduced portion terminating in a rebend 10, which prevents the locking pin lever from becoming disengaged with the locking pin. The outer end of the locking pin lever terminates in a hook 11, which passes through the eye 7 of the hand operated lever 3.

12 is a depending lug or boss formed integral with the under face of the locking pin lever 8 and spaced at a distance from the hook 11 to permit one side of the eye 7 to fit between it and the hook 11. The distance between the hook 11 and the lug 12 is such that the locking pin lever is free to adapt itself to the movements of the coupler head in transit, but prevents the locking pin lever from folding inward toward the end sill to such an extent that the hand lever will not have any influence upon it.

In this connection, it might be stated that in this general type of lever, it has been found in some instances that the locking pin lever has a tendency to fold toward the end sill and assumes a position in which the hand operating lever has little, if any, influence upon it. By the construction just described, this condition cannot exist, inasmuch as the lug 12 after a certain predetermined movement bights upon the eye 7 and locks the two levers, so that they operate practically as one lever.

In the construction shown in Figs. 4 and 5, I provide the outer end of the locking pin lever 13 with side bosses 14 which with the body of the lever form an extended bearing seat 15, which seat is concave on its bottom and is provided with convex side walls 16. The shape of the walls 16 permits of certain sidewise movements, but at the same time restricts or limits the sidewise movement of the locking pin lever so as to prevent the locking pin lever folding too much toward the end sill of the car.

The constructions shown in Figs. 4 and 5 of the drawing and described in this specification form the subject matter of a divisional application, Serial No. 677,402.

What I claim as new and desire to secure by Letters Patent is:—

1. In an uncoupling device, a horizontally rotatable rod, a second rod, said rods being terminally connected with a flexible joint, and means on one of said rods adapted to prevent backward movement of said second rod during the operation of the device by the engagement of said means with one of said rods.

2. In an uncoupling device, a horizontally rotatable rod, a second rod flexibly connected at one end to and supported by said first-mentioned rod, and means on one of said rods adapted to prevent backward movement of said second rod during the operation of the device by the engagement of said means with one of said rods.

3. In an uncoupling device, a horizontally rotatable rod, a second rod flexibly connected at one end to and supported by said first-mentioned rod, and a positive stop on one of said rods adapted to prevent backward movement of said second rod, during the operation of the device, by the engagement of said stop with one of said rods.

4. In a release rigging, the combination

with a hand lever of a lock pin releasing lever having a hook at its outer end and a depending stop lug adjacent to said hook.

5 In a release rigging, the combination with a hand lever having an eye at its inner end, of a pin operating lever, a hook on the outer end of said lever constructed to engage said eye and a depending stop on the pin lever constructed to engage the body portion
10 of said eye to limit the movement of the pin lever relative to the hand lever.

6. In a release rigging, the combination with a hand lever having a crank at its inner end terminating in an eye, of a pin operating lever having an engagement at its
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outer end with the eye of said crank which will permit the crank to return to normal position after operating the pin lever without moving the pin lever from its abnormal position, and a depending stop on the pin lever constructed to engage the crank to limit the sidewise movement of the pin lever relatively to the crank.

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

WALTER P. MURPHY.

Witnesses:

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