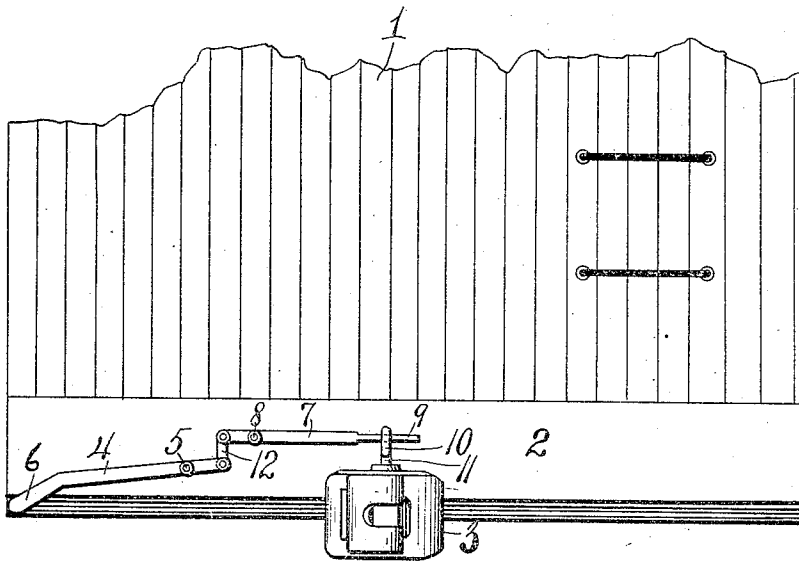


W. P. MURPHY.
UNCOUPLING LEVER.
APPLICATION FILED NOV. 30, 1908.

962,912.

Patented June 28, 1910.



Witnesses
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UNITED STATES PATENT OFFICE.

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

UNCOUPLING-LEVER.

962,912.

Specification of Letters Patent. Patented June 28, 1910.

Application filed November 30, 1908. Serial No. 465,185.

To all whom it may concern:

Be it known that I, WALTER P. MURPHY, a citizen of the United States, residing at St. Louis, 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 car couplers adapted to be operated by an upward movement of the hand of the operator; and with this and minor objects in view, my invention consists of the parts and combination of parts as will be more fully hereinafter set forth.

In the drawing, the figure is an end view of a car, parts broken away, with my improved lever in position on the end sill.

1 represents the car having an end sill 2 of approved pattern.

3 is the coupler head.

My uncoupling lever comprises the hand-operated lever 4, pivoted at 5, to the end sill. The outer end of the hand-operated lever is sagged downwardly as at 6. The lever may be of varied shape, as desired by the manufacturer.

7 is the pin-lifting lever pivoted at 8 to the end sill in a horizontal plane above the plane of the pivot 5 of the hand-operated lever 4. The inner end of the lever 7 is reduced as at 9 whereby it may be readily passed through the eye 10 of the pin 11 and thus

provide for movement between the pin and said lever to compensate for the movement of the coupler head relative to the car in transit and while on switches, curves, etc. The outer end of the lever 7 and the inner end of the lever 4 are coupled together by means of the link 12.

From the above it will be seen that I have provided a simple but efficient uncoupling lever and by reason of the link connection between the two levers I am enabled to operate the coupling pin without applying unusual force at the outer end of the hand-operated lever.

What I claim is—

The combination with the end sill of a car, of a hand operated lever pivotally mounted on the end face of said sill and extending in a substantially horizontal plane, a coupling pin lifting lever also pivotally mounted on said end face but in a higher horizontal plane and extending therein substantially parallel with said hand lever, and a link connecting the inner end of the hand lever with the outer end of the pin lifting lever.

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

WALTER P. MURPHY.

Witnesses:

CLINTON C. MURPHY,
HARRY W. STANNARD.