C. E. RAMAGE.

Car-Coupling.

No. 165,025. Patented June 29, 1875.

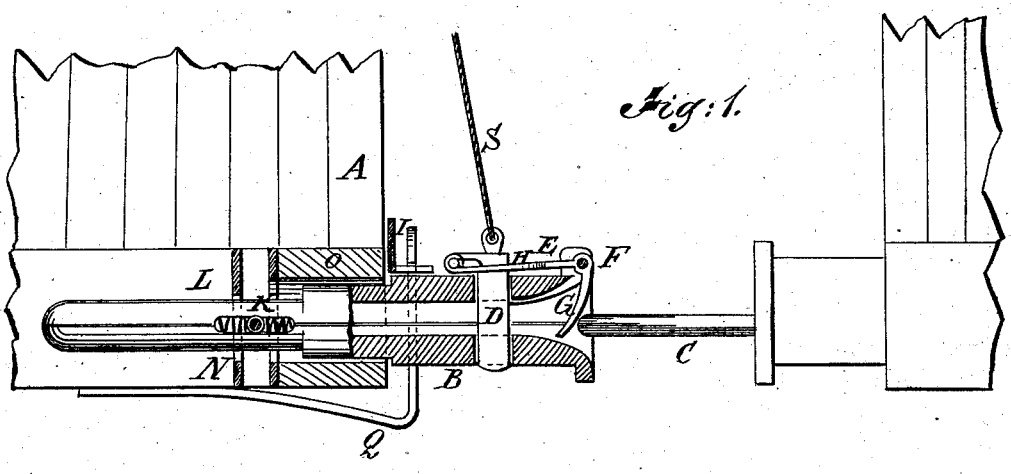


Fig: 1.

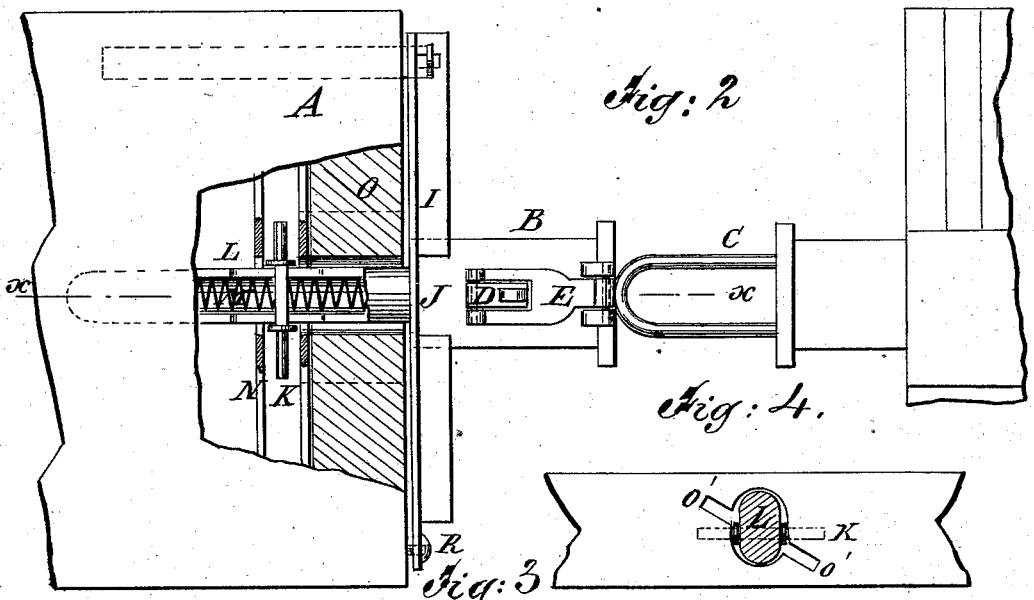
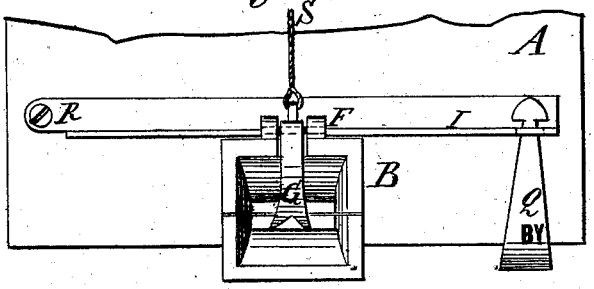


Fig: 2

Fig: 4.

Fig: 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES E. RAMAGE, OF SHERMAN, TEXAS, ASSIGNOR TO HIMSELF AND WILHELM HEYDE, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **165,025**, dated June 29, 1875; application filed October 17, 1874.

To all whom it may concern:

Be it known that I, CHARLES E. RAMAGE, of Sherman, in the county of Grayson and State of Texas, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification:

The invention consists in the construction and arrangement of parts hereinafter described, and pointed out in the claims.

Figure 1 is a longitudinal section, taken on the line *x x* of Fig. 2. Fig. 2 is a sectional top view. Fig. 3 is a front view of the coupling attached to the car. Fig. 4 is a view showing the position of the draw-head when it is ready for uncoupling, or the car is partially turned over.

Similar letters of reference indicate corresponding parts.

A represents the car. B is the draw-head. C is the link. D is the coupling-pin. E is an iron of triangular form, which is pivoted to the draw-head at the angle F. One arm, G, of the triangle hangs down in the mouth of the draw-head. The other arm, H, has a hole through which the pin D passes, and is hinged to a pin which passes horizontally through the coupling-pin D.

When the cars come together for coupling the end of the link strikes the arm G, which raises the other arm and the coupling-pin D. The link passes into the draw-head beyond the pin, the arm G slips off the link, and the cars are coupled automatically. I is an angle-plate, which is attached to the front of the car directly above the draw-head, and acts as a spring. J is an opening in the projecting portion of this plate, which allows the draw-head to be turned or receive a revolving motion amounting to about twenty degrees, more or less, of a revolution. K is a draft-bar, which passes through the shank L of the draw-head. This bar is in a slot in the draw-head, and passes through the spiral spring *m* contained in the hollow shank L. This draft-bar is confined between the cross-plate N and the end timber O of the car-truck. Through the end timber of the truck is an angular slot, *o'*, which allows the draft-bar K to pass through, and by which means the draw-head is detached when it receives the revolving movement before mentioned; or when (for instance) the car runs off the track, and is partially turned over, the draw-head will be withdrawn from the car. P, Fig. 4, shows a cross-section of the shank of the draw-head, and the angular slot *o'* through the end piece to allow the draft-bar to pass. The draw-head outside of the end piece of the truck is square, and the angle-plate (or spring I) bears upon its upper side. When the draw-head is turned the opening J will spring and allow the corner of the draw-head to pass upward and be turned, as before described. Q is a spring attached to the truck, by which one end of the angle-plate or spring I is confined, the other end being fastened by a screw or bolt, as seen at R.

The coupling is retained in a horizontal position, when ready for coupling with the opposing car, by the form of the draw-head.

The cars may be uncoupled from either side, or from the top of the car, by means of the rope S, which is passed through screw-eyes attached to the car.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the draw-head B, shank or rear extension L, and draft-bar K, with the car timber or beam O, provided with an oblique slot, O', as and for the purpose described.

2. The angle-plate or spring I in combination with the draw-head, substantially as and for the purposes described.

CHARLES E. RAMAGE.

Witnesses:

E. G. DOUGLASS,

FRD. COCKRELL.