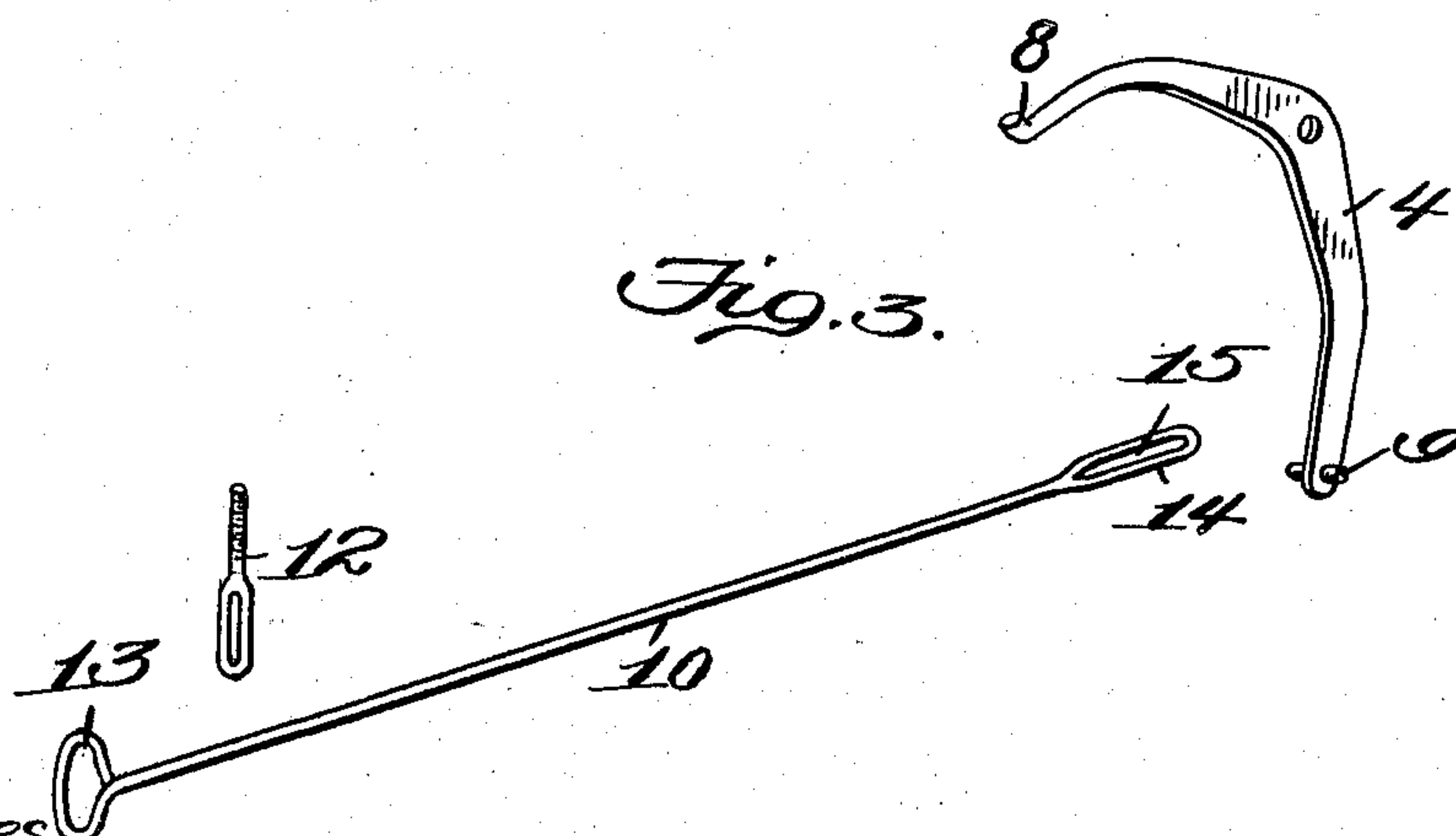
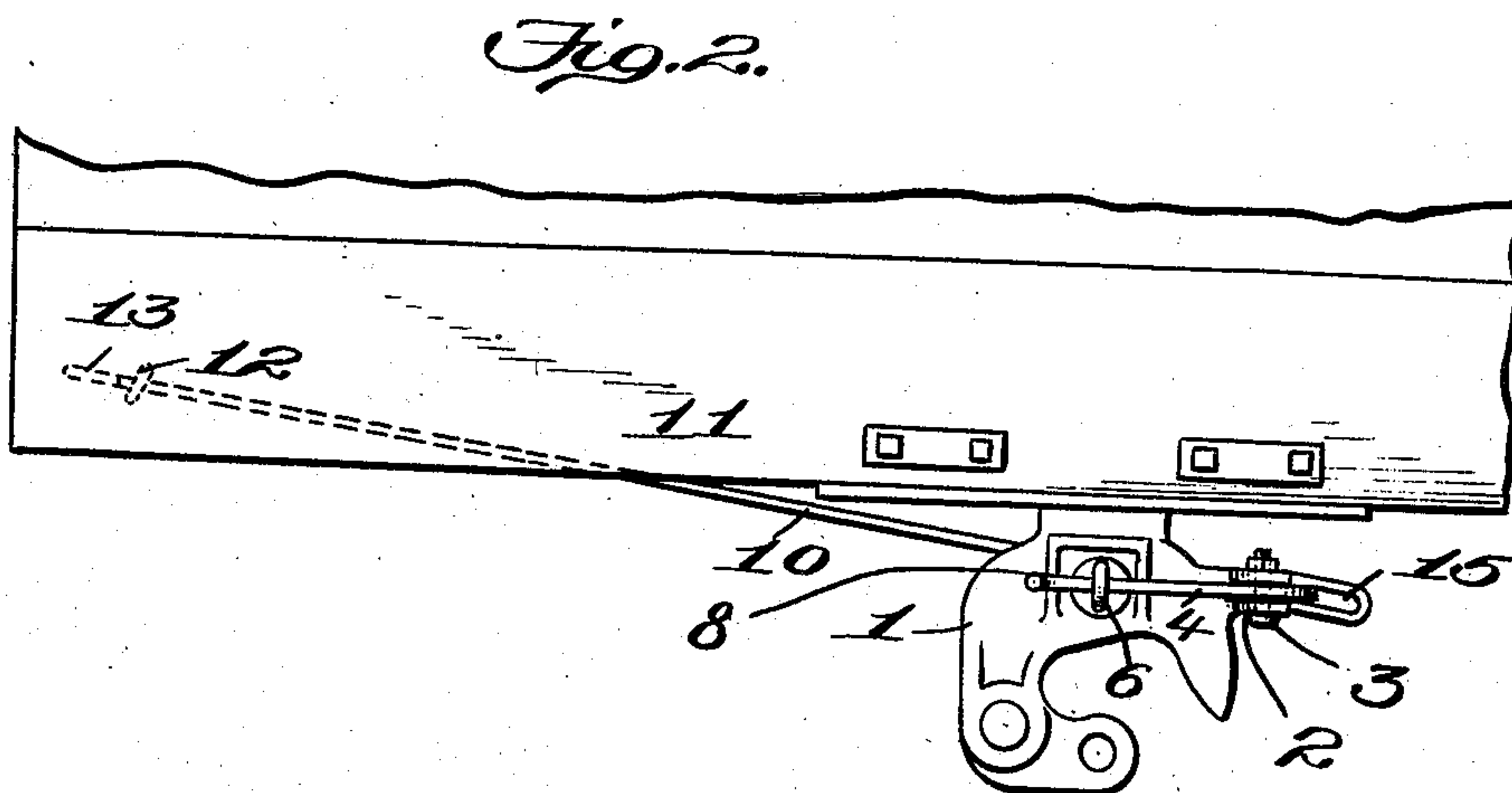
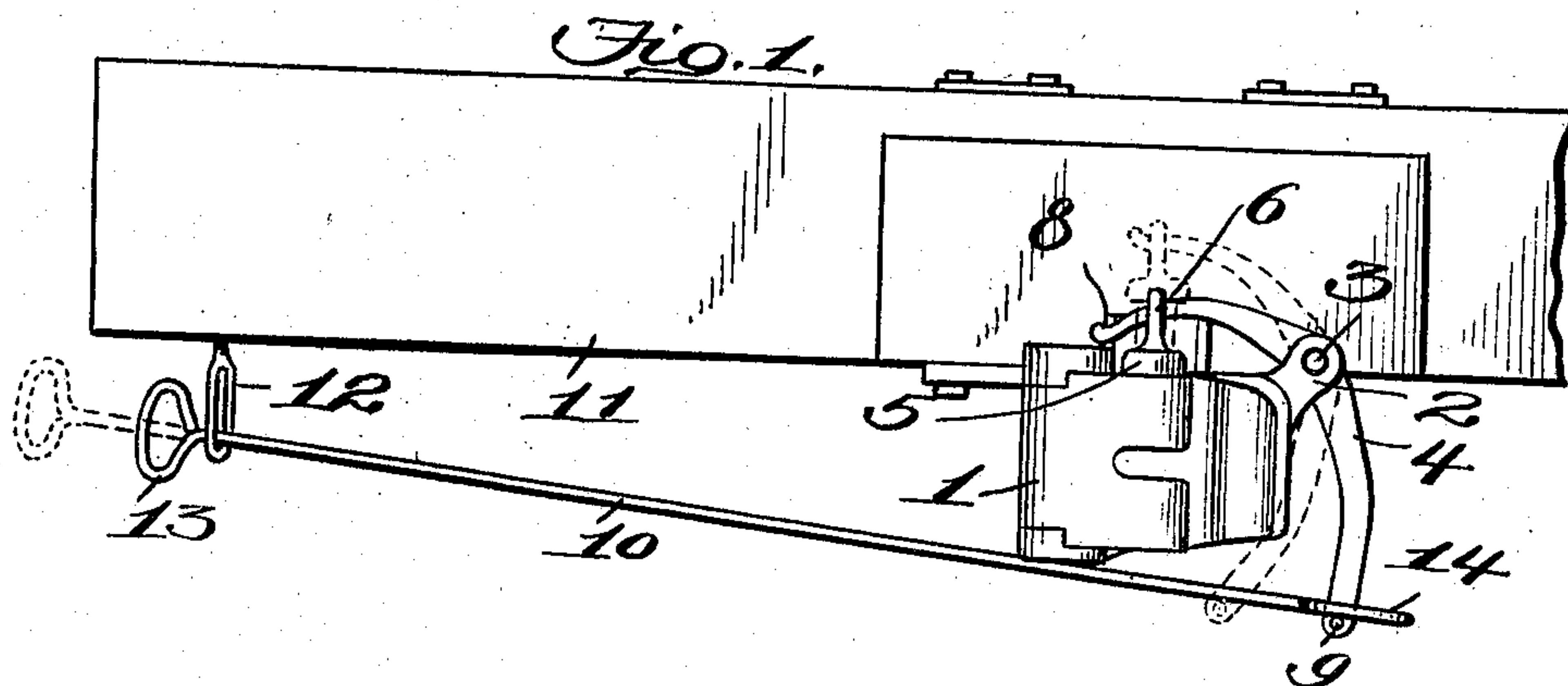


T. M. RAMSDELL.
 UNCOUPLING DEVICE FOR CAR COUPLINGS.
 APPLICATION FILED APR. 16, 1908.

919,949.

Patented Apr. 27, 1909.



Witnesses
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UNITED STATES PATENT OFFICE.

THOMAS M. RAMSDELL, OF RICHMOND, VIRGINIA.

UNCOUPLING DEVICE FOR CAR-COUPPLINGS.

No. 919,949.

Specification of Letters Patent.

Patented April 27, 1909.

Application filed April 16, 1908. Serial No. 427,411.

To all whom it may concern:

Be it known that I, THOMAS M. RAMSDELL, a citizen of the United States, residing at Richmond, in the county of Henrico and State of Virginia, have invented new and useful Improvements in Uncoupling Devices for Car-Couplers, of which the following is a specification.

This invention relates to uncoupling devices for car couplers, and one of the objects in view is to provide means operable by a trainman to release a coupler without liability of injury, and permit free use of the hand or lantern for signaling during the operation of uncoupling and immediately after an uncoupling operation.

A further object of the invention is to apply an uncoupling means on and exteriorly of a coupler and which is readily and positively operable to facilitate starting and release of the controlling locking means of the coupler.

A further object of the invention is to provide an uncoupling means for car couplers which can be used on all classes of railway cars and does not come in contact with the buffer used on passenger cars, does not project above the upper surface of the car platform or side, and lies so close to the top of the coupler as to permit it to be used on gravel cars of low construction where a gravel plow passes from one car to the other.

A still further object of the invention is to so apply an uncoupling means to a car coupler as to follow each motion given to the coupler while the train is in motion without liability of breaking the uncoupling means, thereby overcoming the objection to certain forms of uncoupling devices now in use.

With the foregoing and other objects and advantages in view the invention consists of the construction and arrangement of parts hereinafter more fully described.

In the drawings: Figure 1 is an end view of a portion of a car and a coupler showing the uncoupling means in accordance with this invention. Fig. 2 is a top plan. Fig. 3 shows the parts of the uncoupling device dissociated.

The numeral 1 designates a coupler head provided at the outer upper portion of one side with a pair of angularly disposed apertured lugs 2 to which is intermediately attached, through the medium of a pivot 3, a rocking lever 4, shaped to extend over the top of the coupler head 1 and to depend over

one side and below the bottom of the said head. The coupler head 1, as shown for illustrating one practical application of the uncoupling means, has a locking pin 5 with a slotted upper end 6 through which extends the upper extremity of the lever 4, the terminus of the upper end of the angle lever being hook-shaped as at 8 to engage with the top of the locking pin 6 when the lever 4 is shifted to the position shown in dotted lines in Fig. 1, and when so shifted the upper portion of the angle lever 4 extends substantially at right angles with respect to the locking pin. The upper extremity of the lever engaging the upper slotted end 6 of the pin 5 is normally curved or has a regular arcuate form and acts as a cam edge in relation to the said pin end when moved to gradually raise the pin and avoid jamming or sticking. The lower extremity of the lever 4 is provided with a transversely extending pin 9 for a purpose to be presently referred to.

Arranged below the coupler head 1 and extending upwardly and outwardly at an inclination is a shifting rod 10, the outer end of said rod being under or below the sill 11 and is loosely supported by an eye bolt 12 secured to the lower face of the said sill 11. The rod 10 extends through the eye of the bolt 12 and has its outer end provided with a handle 13. The inner end of the rod 10 is enlarged as at 14 and formed with a longitudinal slot 15 through which extends the lower end of the lever 4, the pin 9 in the said lower end of the angle lever 4 being positioned below the said enlarged portion 14 of the rod 10. By such arrangement a pin and slot connection is had between the lever 4 and the rod 10. The function of the slot 15 is to allow, when occasion requires, the trainman to suddenly shift the rod 10 to impart a hammer blow to the lower end of the lever 4 to facilitate the elevation of the locking pin 5.

What is claimed as new is:

1. The combination with a car end and a coupler head, of a locking pin movably mounted in the head and having an opening in its upper extremity, a lever fulcrumed at an intermediate point on the one side of the upper portion of the head and having an upper arcuate extremity slidably engaging the opening in the upper end of the pin and forming a cam edge to release said pin from locking position when the lever is actuated, and an actuating rod having an inner slotted

extremity loosely attached to the lower extremity of the said lever and projecting outwardly toward the side of the car end.

2. The combination with a car end and a
5 coupler head having a locking pin with an opening in its upper extremity, of a lever fulcrumed on the exterior of the coupler head and having an upper arcuate extremity slidably engaging the opening in the upper end
10 of the pin and forming a cam edge to release the said pin from locking position when the

lever is actuated, and shifting means connected to the lower extremity of the lever and operatively accessible from the side of the car end.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

THOMAS M. RAMSDELL.

Witnesses:

W. A. CREATH,
E. L. HASKER.