

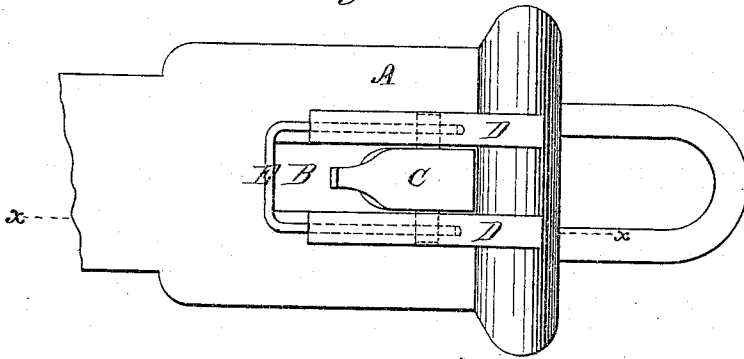
J. S. INGRAM.

Improvement in Car-Couplings.

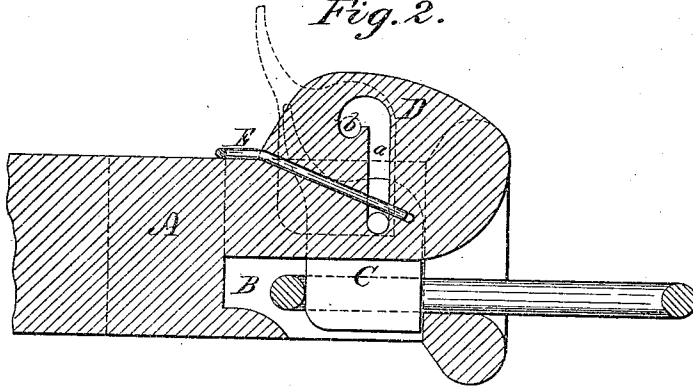
No. 132,835.

Patented Nov. 5, 1872.

*Fig. 1.*



*Fig. 2.*



*Witnesses.*  
John Tyler  
Wm. Selden

*Inventor.*  
Jas. S. Ingram  
By atty. Wm. C. C. C. C. C.

# UNITED STATES PATENT OFFICE.

JAMES S. INGRAM, OF LOUISVILLE, KY., ASSIGNOR OF TWO-THIRDS OF HIS RIGHT TO THOMAS C. COLEMAN AND THOMAS LEE, OF SAME PLACE.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 132,835, dated November 5, 1872.

*To all whom it may concern:*

Be it known that I, JAMES S. INGRAM, of Louisville, Jefferson county, Kentucky, have invented certain new and useful Improvements in Coupling Railroad Cars, of which the following is a specification:

My invention relates to that class of car-couplers which is automatic or self-acting; and consists in so constructing and arranging the trigger that when the cars are not to be used the trigger shall be held entirely out of the way, and at the same time be capable of adjustment for use and held in such position against accidental displacement, as will be hereinafter more fully set forth.

To enable those skilled in the art to make and use my invention, I will proceed to describe the same, referring by letters to the accompanying drawing, in which—

Figure 1 is a top view of a draw-head embracing my invention, and Fig. 2 is a vertical longitudinal section taken at the line *x x* of Fig. 1.

Similar letters indicate like parts in both figures.

A is an ordinary draw-head, provided with a longitudinal slot, B, through which the coupling-trigger C is swung by trunnions hung in vertical slots *a*. D are cheek-pieces mounted on top of the draw-head, (cast therewith,) in which are continuations of the grooves *a* rolling over backward, forming the circular bearings *b* for supporting the trunnions of the trigger C when it is elevated and not in use. E is a staple running obliquely through the cheek-pieces from the rear, so that when in the position shown in Figs. 1 and 2 it serves as a lock or bolt to prevent the upward movement of

the trunnions, thus locking the trigger in position to be automatically operated, and hold it thus against accidental displacement. When it is desirable that the cars should not be coupled automatically the trigger C is elevated and the trunnions thereof dropped into the bearings *b* in the cheek-pieces D, as seen in dotted lines at Fig. 2. F is the ordinary link, which, penetrating the opening in the draw-head, strikes the trigger C, which is so weighted and shaped as to close the link opening when at a state of rest, and forces it back, swinging it upon its trunnions, until the link has passed sufficiently far in to allow the said trigger to again assume a vertical position, which securely locks said link, as the front lower end of the trigger rests against a shoulder in the mouth of the draw-head, as shown.

It will be seen that by my invention the coupler may be rendered operative or inoperative, as may be desired.

I am aware of Letters Patent No. 63,277, granted March 26, 1867, and do not, therefore, wish to be understood as claiming *per se* anything shown therein; but

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

The combination, with a draw-head and gravity-trigger, constructed as described, of the slotted cheek-pieces and locking-staple, substantially as and for the purposes set forth.

JAS. S. INGRAM.

Witnesses:

I. A. MOORE,  
J. M. CARROLL,  
E. R. COLEMAN.