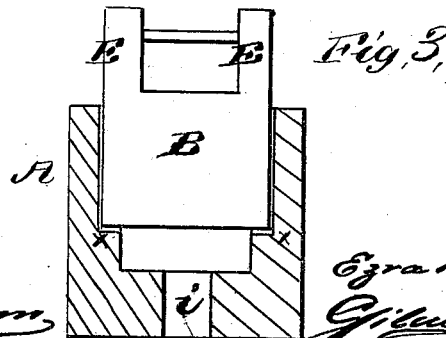
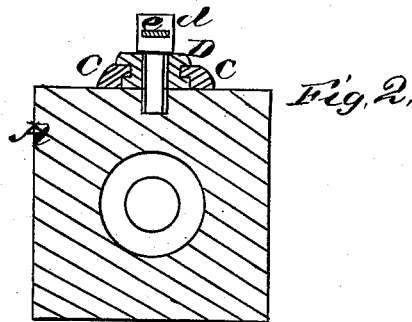
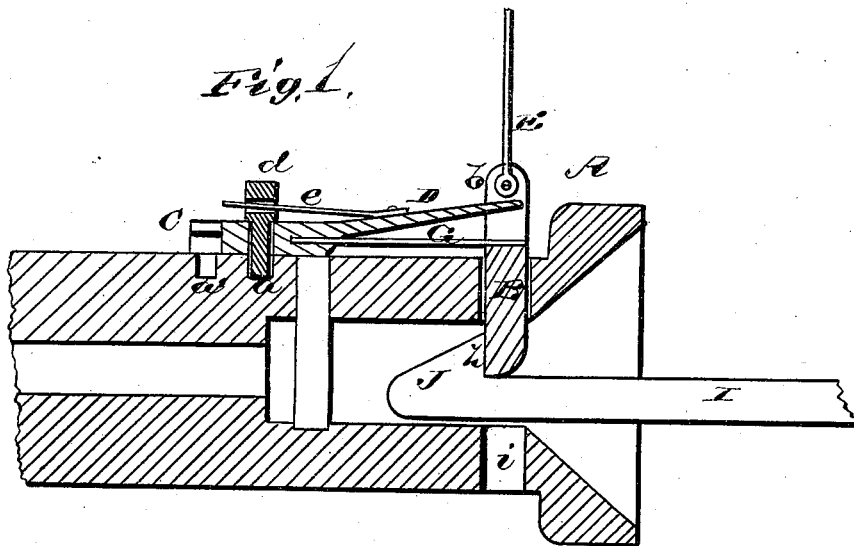


E. B. McCARTY.
CAR-COUPLING.

No. 193,531.

Patented July 24, 1877.



WITNESSES
E. M. Bates
George E. Upham

INVENTOR.
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ATTORNEYS.

UNITED STATES PATENT OFFICE.

EZRA B. McCARTY, OF PLANTERSVILLE, TEXAS, ASSIGNOR OF ONE-HALF HIS RIGHT TO JAMES HEAGERTY, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. 193,531, dated July 24, 1877; application filed April 21, 1877.

To all whom it may concern:

Be it known that I, EZRA B. McCARTY, of Plantersville, in the county of Grimes and State of Texas, have invented a new and valuable Improvement in Car-Couplers; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal vertical sectional view of my car-coupling. Fig. 2 is a transverse vertical sectional view, and Fig. 3 is a sectional detail, of the same.

The nature of my invention consists in the construction and arrangement of car-coupling, as will be hereinafter more fully set forth.

In the annexed drawing, which fully illustrates my invention, A represents the draw-head, having an ordinary flaring mouth, and in the top, near the front end, is a transverse slot for the passage of the flat plunger or coupling-pin B.

A suitable distance in rear of this slot, on top of the draw-head, are cast two flanges, C C, which run lengthwise of the draw-head, are parallel with each other a suitable distance apart, and have grooves on their inner sides at the bottom. Between these flanges are two holes, *a a'*, in the top of the draw-head.

The plunger or coupling-pin B is rounded at its lower front edge, and at the upper end are formed two ears or projections, *b b*, as shown, to which the uncoupling-rod or other device E is attached.

D represents a bar or arm, the rear portion of which has side grooves, and fits in between the flanges C C, while the front end is slightly inclined upward, and extends in between the ears *b* of the plunger B.

This arm or bar D cannot be raised out from the flanges C C, but is capable of being moved backward and forward between them, and it is held stationary by means of a pin, *d*, passing through the arm into either one of the holes *a* or *a'*, said pin being held down by means of a spring, *e*, secured to the top of the arm.

To the under side of said arm is secured another spring, G, which extends forward, and rests upon the top of the plunger B, between the lugs *b*, and holds said plunger down in the draw-head.

The coupling-bar consists of a flat bar, I, with a head, J, on each end, the upper side of said head being beveled, so that when it enters the draw-head it will pass under the bottom of the plunger B, raise the same until the head has passed entirely beyond it, when the spring G throws the plunger down in front of the shoulder *h* on the head.

The plunger B runs in vertical grooves in the sides of the draw-head, and is regulated in its downward movement by the shoulders *x* at the bottom of said grooves.

The front end of the arm D being above the plunger B prevents said plunger from coming out of the mortise in the draw-head, either in coupling or uncoupling, as it stops the upward movement of said plunger.

When it becomes necessary to use the ordinary pin-and-link coupling with this draw-head, it can readily be done by simply raising the pin *d* out of the front hole *a*, and pushing the arm D backward until the pin *d* springs into the rear hole *a'*, when both the spring G and the front end of the arm will be drawn away from the plunger, and the plunger can be hung up by its rod E, and the ordinary coupling-pin dropped through the mortise, and through a hole, *i*, in the bottom of the draw-head.

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

1. In a car-coupling, the arm D, provided with the spring G, in combination with the coupling-pin B, operating in the manner substantially as and for the purpose described.

2. The combination of the draw-head A, with flanges C C and holes *a a'*, the sliding arm D, with spring G, and the pin *d* and spring *e*, substantially as and for the purposes described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

EZRA B. McCARTY.

Witnesses:

F. B. GREENWOOD,
WM. QUINN.