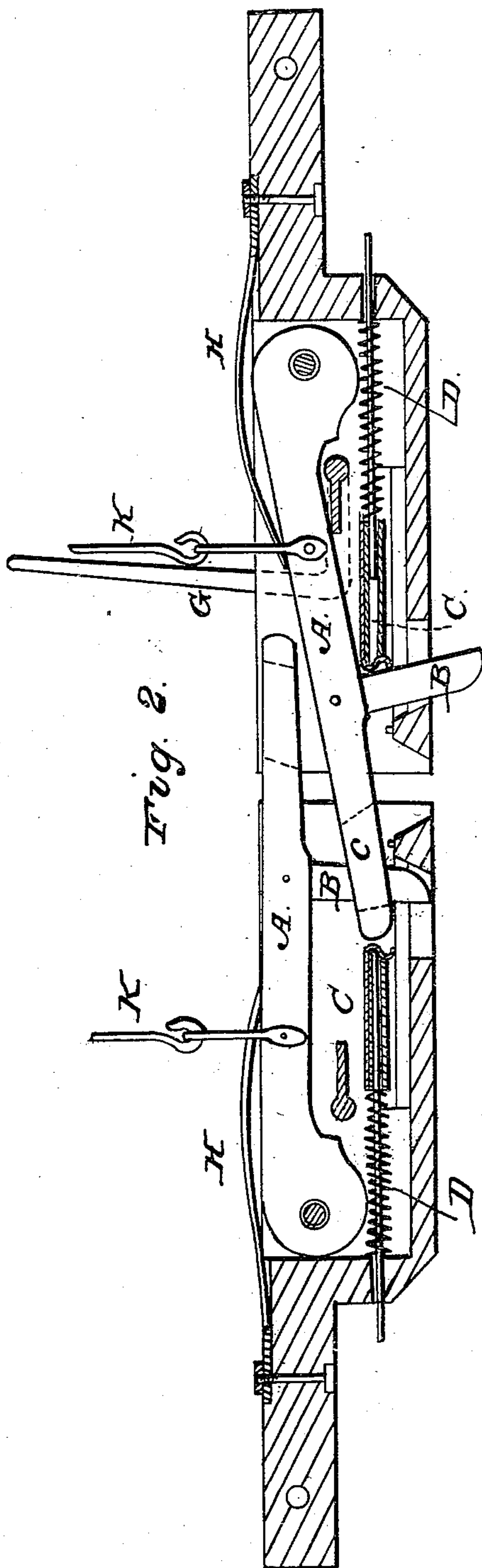
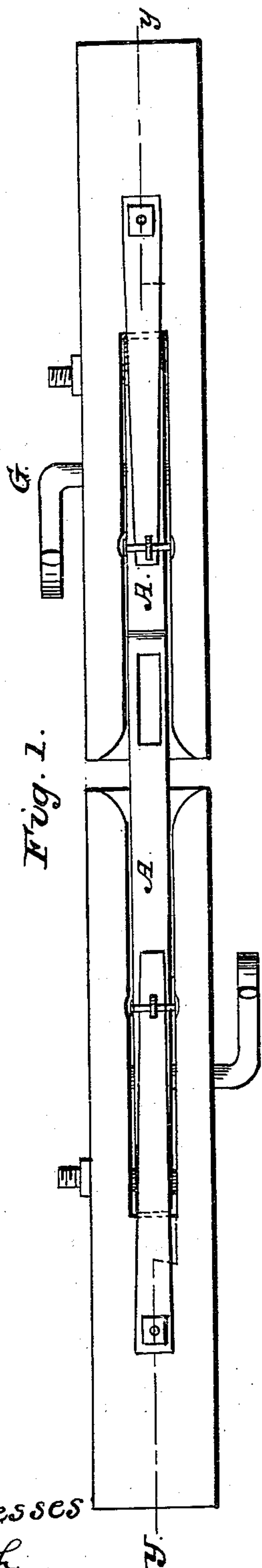


C. McINTURFF.  
Car Coupling.

No. 84,747.

Patented Dec. 8, 1868.



witnesses  
J. B. Smith  
James & Smith

Inventor  
C. McInturff  
per  
Chapman Horner & Co.  
attys

# United States Patent Office.

C. MCINTURFF, OF GREENVILLE, TENNESSEE.

Letters Patent No. 84,747, dated December 8, 1868.

## IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, C. MCINTURFF, of Greenville, in the county of Greene, and State of Tennessee, 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 plan view of my device, and

Figure 2 is a sectional view thereof.

My invention relates to that class of devices designed for connecting and disconnecting railroad-cars, without obliging the operator to pass between them, and thereby endangering life and limb.

It consists in constructing a head-piece, to be attached to each bumper of the car, so adjusted and arranged as to render their union a matter of necessity whenever they are brought together. Two of these head-pieces are shown on the drawings, and their relative position to each other after the connection has been made.

The letter A represents a bar, pivoted, at its rear end, to the main bar.

B is a hook, firmly attached to bar A, in the manner shown.

Letter C is a sliding block, adjusted in the manner represented, its rear end being connected with the coiled spring D, by which its movements are regulated.

Letter G is an elbow-lever, affixed to the outside of the main block.

Its lower arm passes through the slot in said block, and has arranged thereon a shoulder, *a*, by which the operator is enabled to raise the bar A at will.

Letter H is a spring, adjusted as shown, the office of which is to aid in regulating the movements of said bar A.

The front end of bar A has an opening, as represented at *c*, the office of which is to receive the hook B of another bar, and thereby form a firm coupling between them.

Letter K is a cord or wire, attached to a staple in bar A, furnishing means, in addition to elbow-lever G, for raising the same.

My device operates as follows, namely:

One of my head-pieces or blocks is attached firmly to the end of each car-bumper. The cars are then crowded toward each other on the track, and, as soon as they approach sufficiently near, the front ends of levers A, respectively, are forced against the front ends of sliding blocks C, pushing them backward until the hooks B are brought immediately above the openings *c*. The springs H then force said hooks into said openings, and the coupling is complete.

To uncouple the cars, the operator, standing on the platform, raises the lever A upward, either with the wires K or the elbow-levers G.

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

A car-coupler, composed of the bars A, with hooks B and springs H, and sliding blocks C with springs D, when used in connection with the levers G, all constructed and arranged substantially as described, and for the purposes specified.

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

C. MCINTURFF.

Witnesses :

H. L. TERRELL,  
JOEL TERRELL.