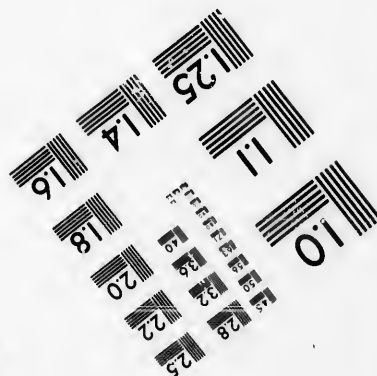
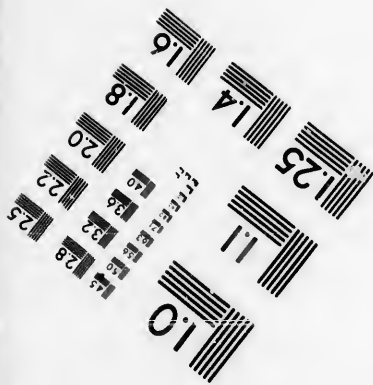
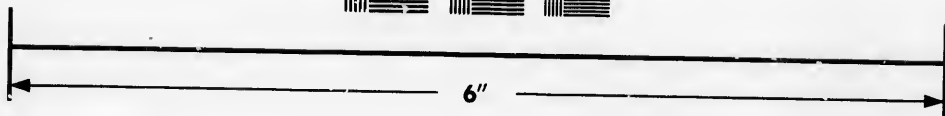
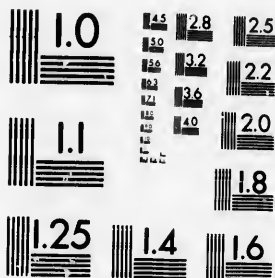


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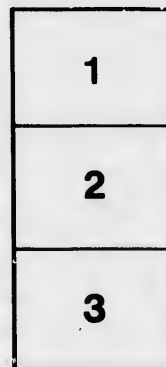
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McNabb's Self Car-Coupler.

NO LINKS AND PINS!

Couples when Shunting, or *not*, as desired!!

No occasion to go between Cars for any purpose!!

Can be put in place of Old Bunters.

GREAT SAVING IN WORKING EXPENSES.

RAILROAD men and Car-Builders have long been waiting for some radical improvement to be made in the Coupling and Drawing Attachments of Cars.

So far as *coupling* is concerned, it is now almost universally conceded that no contrivance could possibly excel, or advantageously take the place of, the HORIZONTAL HOOK or LATCH COUPLER in Passenger Cars, now known as the "Miller" Coupler; and a device is wanted for Freight Cars, *similar in principle* to this Coupler, but more simple and less costly in its construction and application. Any plan that fully meets the following requirements must *necessarily supersede* the many imperfect devices now in use, and confer an immense benefit upon Railroad Companies and their employees, viz.:

Self-Acting; that will couple or not, as may be required when Cars come in contact; that will uncouple easily and with safety to the operator; that will neither be uncoupled nor hindered from coupling by any sharp curve or sinuosity of the track; that will dispense with links and pins, though meanwhile it can be used in connection with the present style of "Link and Pin" Bunters; that can be readily substituted for other bunters without necessitating change in bunter timbers and fittings; small liability to get out of order; involving moderate cost, while it would yearly secure a very great money saving in links and pins, and casualties to train-men.

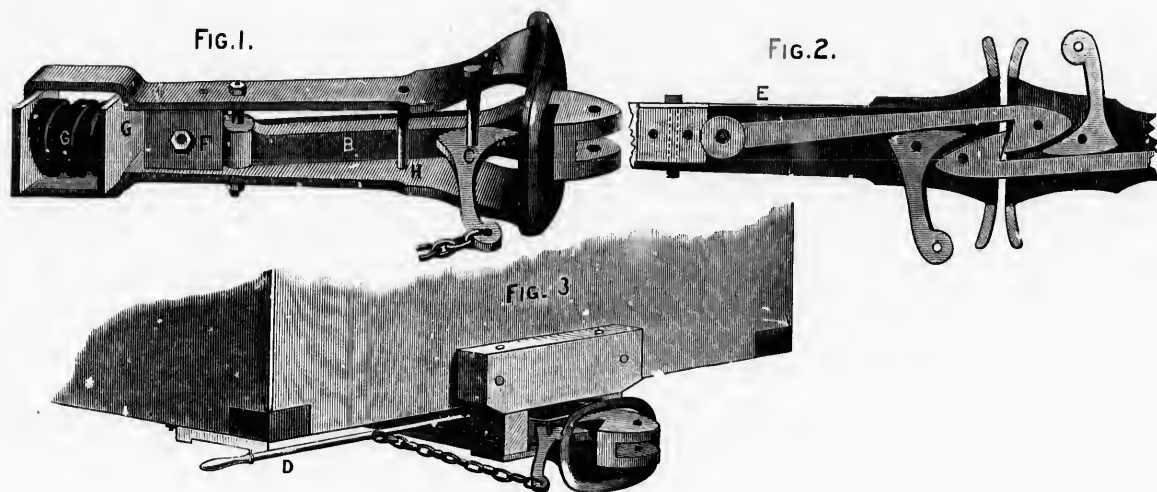
Such a Coupler was recently brought to the notice of the Car-Builders' Association, in New-York, and described in the January number of the *National Car-Builder*; but since that time it has been *improved in some of its working parts*, and submitted to a PRACTICAL TEST IN CARS before many leading railroad men, who have highly approved and commended it.

The following illustrations show the Coupler as it is now applied to ordinary Merchandise Cars, and require little explanation:

Fig. 1 is a perspective view, showing the form and relation of the several parts.

Fig. 2 is a plan view, showing the position of the two hooks when coupled, and the levers for *latching back*, or *uncoupling* the hooks, either ONE of which, worked from EITHER SIDE of a train, unlocks both hooks *simultaneously*.

Fig. 3 shows the lever attachments on body of Car for working the hooks or couplers. If found desirable to uncouple from *top of Car*, as well as at the side, as here proposed, a second chain from small bunter lever could be attached to an ordinary brake-mast and barrel, and worked by a crank handle and ratchet-wheel on top.



A is an ordinary wrought iron frame, sufficiently *deep* in the mouth to admit cars of irregular heights coupling with safe .

B, Wrought iron or cast steel bar and hook, slotted and drilled at nose for link and pin when these are necessary. These hooks may be made *much smaller*, when the Coupler can be adopted exclusively on any road.

C, an eccentric, or lever, for uncoupling, and *also for latching back the hook* when not *wanted to couple* in shunting. ONE lever thus set back effectually prevents another car from coupling.


D, Hand-lever for operating Coupler at side of Car.

E, Double-leaf Spring, bearing on back of Hook.

F, Cast iron Distance-Piece supporting back end of Hook, and to which Leaf-Spring is attached.

G G, Buffer-Spring and Followers.

H, Wrought Iron Pin to strengthen frame, and keep hooks to centre line.

 It is claimed that this Coupler meets all REASONABLE REQUIREMENTS, and is as NEAR PERFECTION as any thing can be that requires to be adapted to work in connection with an old and imperfect system; but as Railroad Companies can *gradually*, and in this way *economically*, introduce it into their Car Rolling Stock when making casual repairs, it is to be hoped that its advantages in point of *efficiency* and *economy* will soon be so fully appreciated as to lead to its general adoption with as little delay as possible, not only by *Local Railways*, but by all our large *Through Freight Lines*.

Mr. JAMES McNABB, of Widder, Ontario, is the INVENTOR and ORIGINAL PATENTEE of this Horizontal Latch Coupler, having obtained a patent for his device in Canada, October 12, 1857; and during the past year he obtained Letters Patent for the same in the United States.

The "MILLER" COUPLER, being IDENTICAL in PRINCIPLE, is HELD BY Mr. McNABB TO BE AN INFRINGEMENT UPON THIS PATENT, AND IT IS NOW BEING ACKNOWLEDGED AS SUCH BY ENGINEERS AND MECHANICAL MEN, BOTH IN CANADA AND THE UNITED STATES.

For further information, terms, etc., apply to

Mr. THOMAS MUIR,

Manager Ontario Car Company,

LONDON, ONT.

