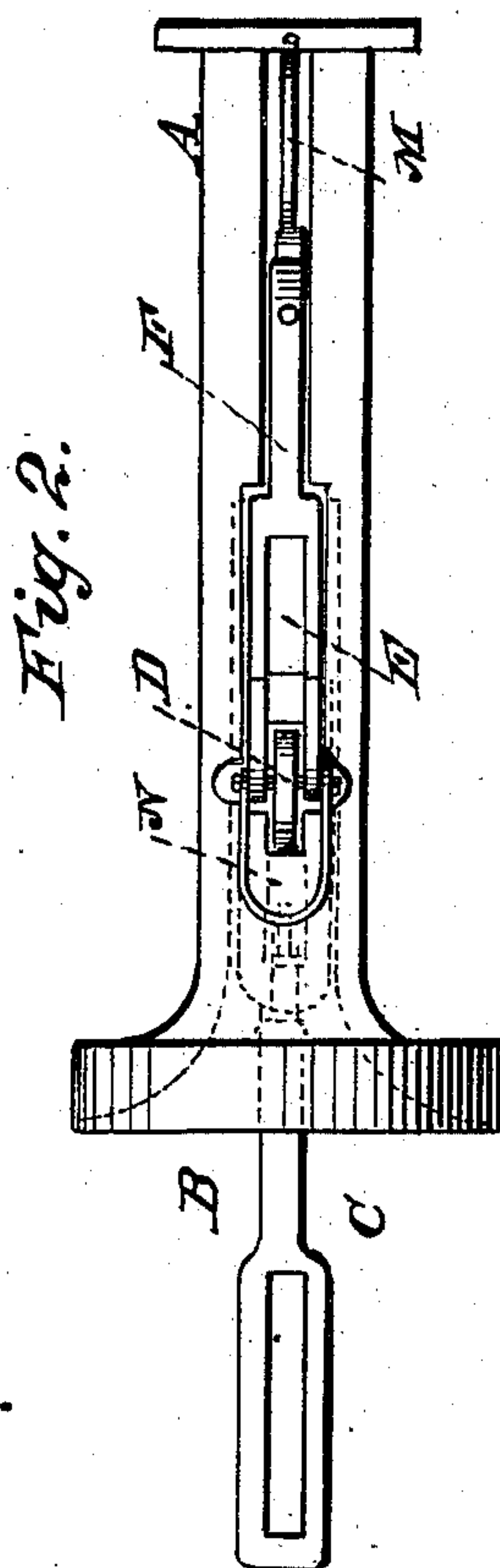
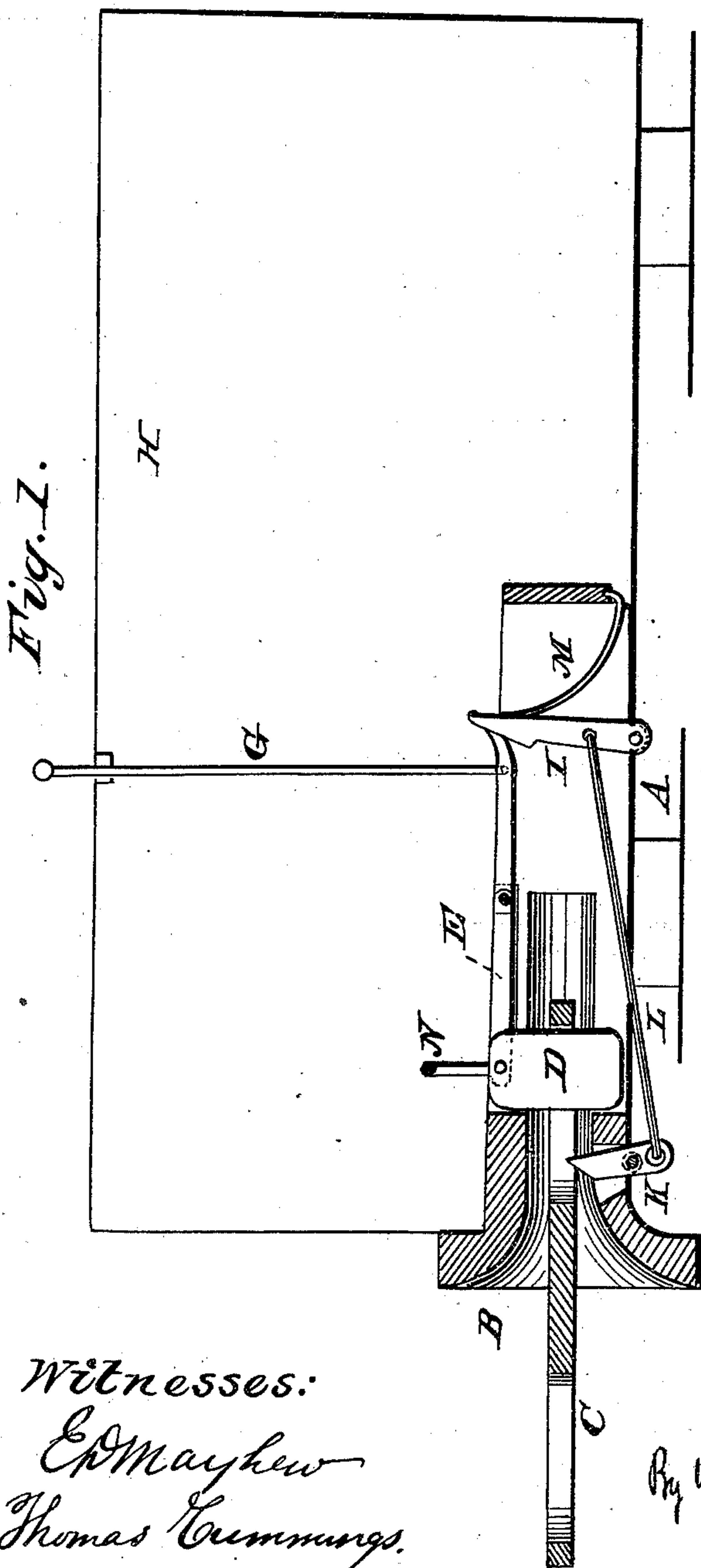


SCOTT & TRIMMER.

Car Coupling.

No. 80,426.

Patented July 28, 1868.



Witnesses:
 E. Mayhew
 Thomas Cummings.

Inventors:
 Levi Scott and
 Paul Trimmer
 By their Atty
 J. Franklin Rogers

United States Patent Office.

LEVI SCOTT AND PAUL TRIMMER, OF BURGETTSTOWN, PENNSYLVANIA.

Letters Patent No. 80,426, dated July 28, 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 we, LEVI SCOTT and PAUL TRIMMER, of Burgettstown, Washington county, and State of Pennsylvania, have invented an Improved Car-Coupling; and we hereby declare the following to be an exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification, in which—

Figure 1 represents a longitudinal sectional view of the coupling as attached to a car.

Figure 2 is a top view of the same.

The nature of our invention consists in the arrangement of a car-coupling, so that cars can be coupled together or uncoupled, without endangering the life of the person so engaged.

The coupling is so arranged by lever and spring-devices that the cars may be uncoupled from the top of the car, by means of a rod passing up through the car, and is readily set for recoupling, by the coupling-link catching upon an upright pivoted arm in front of the coupling-key, by which the spring and latch are operated, by which means the coupling-key is dropped down again in its place, when the cars can be again coupled without the persons so employed passing between the cars.

A represents the coupling-frame, in which the devices operate.

B, the bumper, with the socket flaring in every direction, so as to readily admit the coupling-link C.

D is the coupling-key, (by which the coupling-link C is kept in its place and the cars coupled together,) and works in the slot E of the pivoted lever F. To the inner end of this lever F is attached a perpendicular rod, G, which passes up through the body of the car H.

By means of the rod G the cars can be safely and readily uncoupled (from the top of the car) by forcing down the rod, which operates the lever F, and raises the coupling-key to a height sufficient to allow the coupling-link to pass out.

As the inner end of the lever F is depressed, its curved end is caught in the offset of the latch J, which holds it securely in that position, and as the coupling-link is withdrawn, it catches upon the upper end of the pivoted arm K, which, being connected with the latch J by the rod L, forces back the latch J, when the coupling-key at once drops down again into its proper position for recoupling.

M is a curved spring, that forces the latch J against the curved end of the lever F.

N is a ring, in the upper part of the coupling-key D, by which the cars can be uncoupled (when desired) without going upon the top of the car.

What we claim as our invention, and desire to secure by Letters Patent, is—

The pivoted lever F, latch J, spring M, and pivoted arm K, in combination with the perpendicular rod G, coupling-key D, and connecting-rod L, when arranged and operated as herein described, for the purpose set forth.

LEVI SCOTT,
PAUL TRIMMER.

Witnesses:

DAVID RIDDILE,
S. P. RIDDILE.