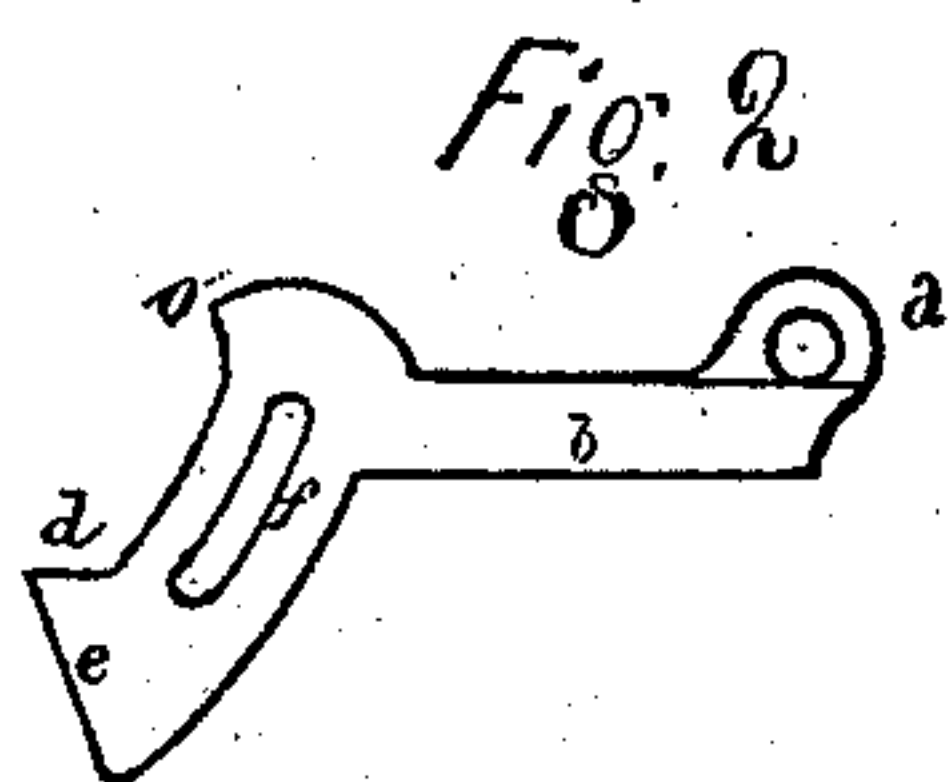
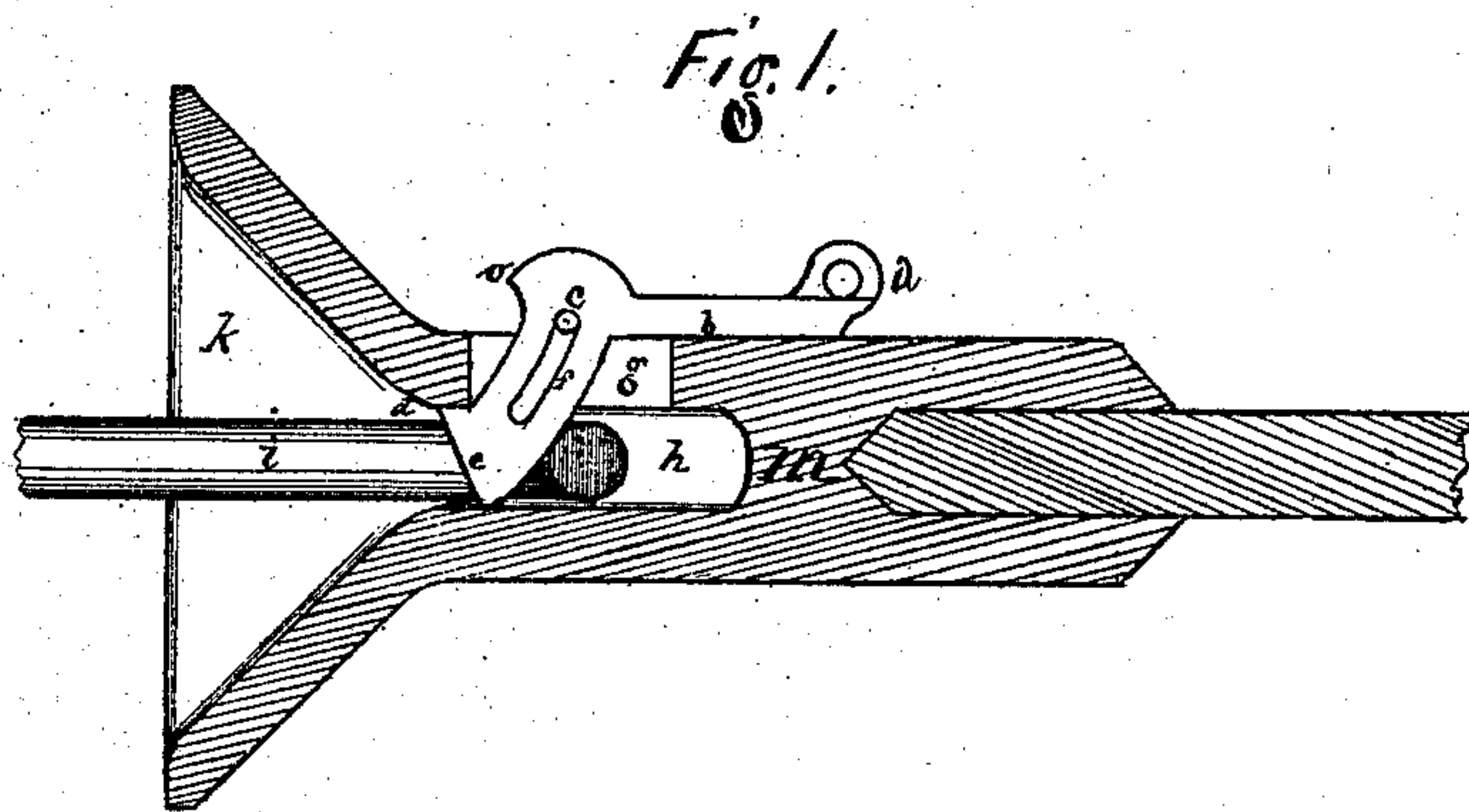


E. R. SCOTT.
Car-Couplings.

No. 143,720.

Patented Oct. 14, 1873.



Attest

Geo. Rieger
A. M. McDonald

Edward R. Scott

Inventor

UNITED STATES PATENT OFFICE.

EDWARD R. SCOTT, OF NOBLESVILLE, INDIANA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **143,720**, dated October 14, 1873; application filed June 24, 1872.

To all whom it may concern:

Be it known that I, EDWARD R. SCOTT, of the town of Noblesville, county of Hamilton and State of Indiana, have invented an Improvement in Railroad-Car Couplings, of which the following is a specification:

The nature of the invention consists in the construction and use of the latch for coupling cars, hereinafter described. The object of the invention is to produce such a device for coupling cars as will, in use, make a great saving of time, and at the same time greatly lessen the danger of accident to the operator in coupling and uncoupling cars.

Figure 1 of the accompanying drawings is a vertical longitudinal sectional view of a car-bumper with my device and a section of the draw-link in it. Fig. 2 is a side view of my device.

The device is to be made of iron, and of the shape represented in Fig. 2.

g of Fig. 1 is a slot in the bumper, reaching down to the interior chamber *h*. In this slot is placed the latch, represented by *a b d e* of said Fig. 1. This latch is provided with a curved slot, *f*, through which passes the pin *c*. This pin is secured in convenient ears on the top of the bumper. The straight sides *b* and *d* of the latch are so adapted that when they will rest upon the bumper, as represented in Fig. 1, a convenient chain is to be fastened in *a* and attached to a staple in the end of the car, reaching far enough up for the brakeman readily to handle it when on the car. When this chain is pulled up it raises the end *a b* of the latch, and causes the point *o* to tilt against the bumper, and, the slot *f* sliding on the pin *c*, the point *e* will be raised up far enough to let the link *i* pass out. But when it is desired

to couple two cars together, one bumper is fixed with the link in it, as represented in Fig. 1. The two cars are then run together, and the end of the link, impinging upon the slanting surface *e*, will rise until the end of the link has passed under it, when the latch will fall back to the position represented in Fig. 1; and the straight sides *d* and *b*, bearing upon the bumper, as represented, will hold the cars firmly coupled.

If one car has a higher bumper than the one next to it, the end of the link may be raised a little to accommodate it. For this purpose the chamber in the end *k* is very much flared, as represented in the drawing.

I am aware that a vertically-slotted straight coupling-pin has been used in a draw-head, slotted both in the top and bottom, and said coupling-pin held in the upper slot by a pin passing through the slot in the same, and the coupling-pin extending down into the slot in the bottom of the draw-head; hence I do not claim such as my invention; but

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

In combination with a bumper provided with a slot, *g*, in its upper side, the angular latch herein shown, having the curved slot *f*, bearing-points *b d*, inclined surface *e*, and point *o*, and held to the bumper by the cross-piece *c*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing specification as mine I have hereunto set my hand this 21st day of March, 1872.

EDWARD R. SCOTT.

Witnesses:

GEO. REEGER,
F. M. McDONALD.