

(No Model.)

M. T. SCOTT.  
CAR COUPLING.

No. 485,752.

Patented Nov. 8, 1892.

Fig. 1.

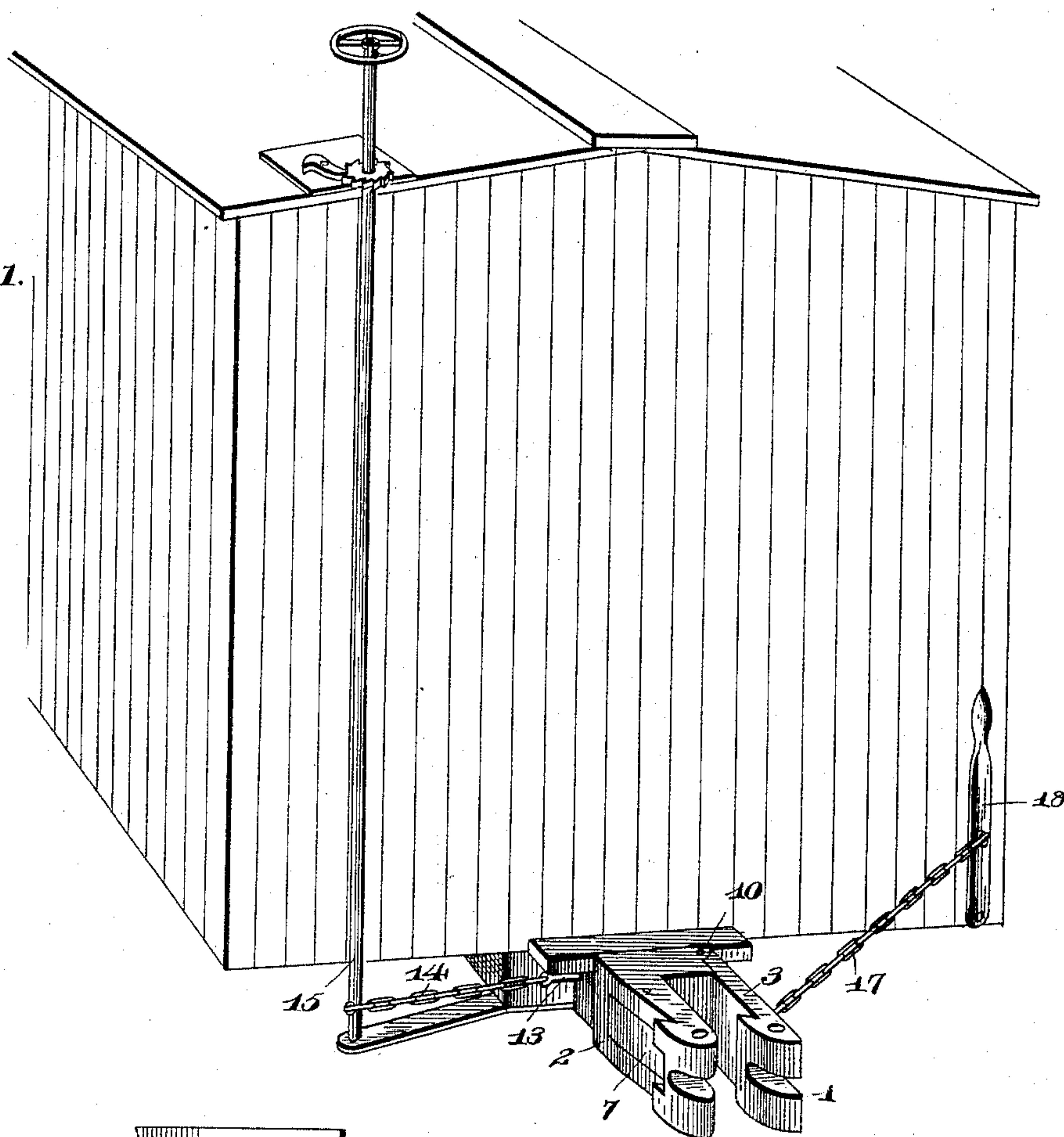
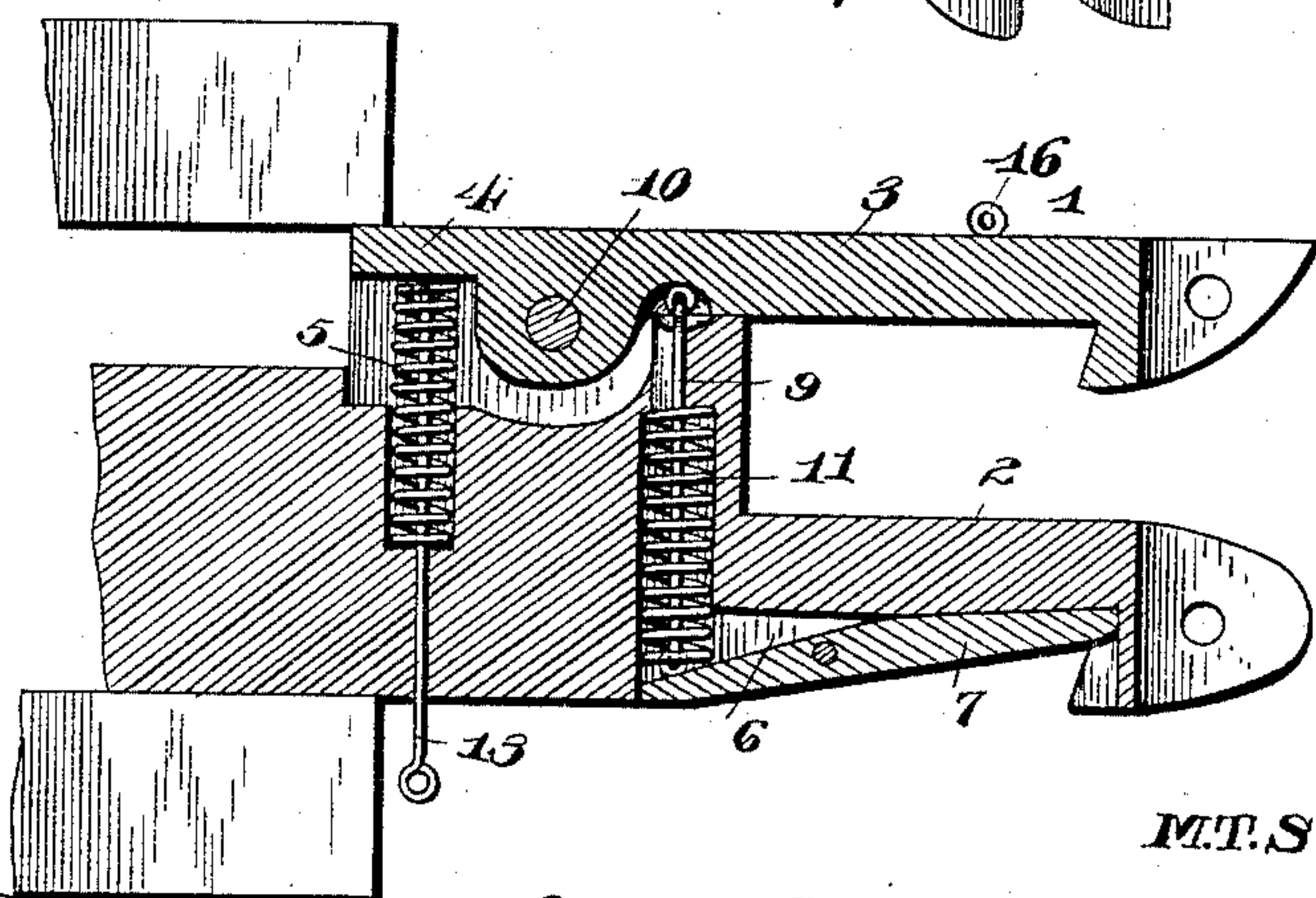


Fig. 2.



Witnesses

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# UNITED STATES PATENT OFFICE.

MATTHEW T. SCOTT, OF BLUE SPRINGS, MISSOURI, ASSIGNOR OF TWO-THIRDS  
TO JAMES L. BRASSFIELD AND WILLIAM G. GORE, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 485,752, dated November 8, 1892.

Application filed July 12, 1892. Serial No. 439,822. (No model.)

*To all whom it may concern:*

Be it known that I, MATTHEW T. SCOTT, a citizen of the United States, residing at Blue Springs, in the county of Jackson and State of Missouri, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to simplify and improve the construction of twin-jaw car-couplings and to enable them to be coupled automatically and to be uncoupled without necessitating a person going between cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a twin-jaw car-coupling constructed in accordance with this invention. Fig. 2 is a horizontal sectional view.

Like numerals of reference indicate corresponding parts in both the figures of the drawings.

1 designates a draw-head having a stationary jaw 2 and provided with a hinged jaw 3, which is provided at its inner end with a heel 4, against which bears a spiral spring 5, which presses the heel outward to hold the hinged jaw parallel with the stationary jaw 2. The stationary jaw 2 is provided in its outer side with a recess 6, arranged back of its arrow-head and receiving a lever 7, which is pivoted intermediate its ends and has its front end arranged at the shoulder formed by the arrow-head of the stationary jaw and adapted to move the hinged jaw of another draw-head out of engagement with the stationary jaw 2 to uncouple cars. The rear end of the lever 7 is connected with the hinged jaw 3 by a rod 9, which is connected to the hinged jaw in advance of the pintle 10, whereby when the hinged jaw 3 moves outward the rear end of the lever will be drawn inward and the front end thereof forced outward to disengage a hinged jaw from the stationary jaw 2. A spiral spring 11 is disposed on the rod 9 and engages the rear end of the lever 7 and forces

the latter outward to retain the latter in the recess and have its outer face flush with the side of the stationary jaw. The hinged jaw is moved outward for uncoupling by a horizontal rod 13, which passes through the draw-head and is attached to the heel of the lever, and is provided at its outer end with an eye. Chains are attached to the eye of the rod 13 and to the outer side of the hinged jaw and are adapted to be connected with suitable means whereby the hinged jaw and lever may be operated for uncoupling from the top and sides of a car.

It will be seen that the hinged jaw and lever are connected together and move in unison and that the operation of coupling is automatic and that of uncoupling may be readily performed without necessitating a person going between cars.

The stationary and movable jaws are provided with vertical pin-openings and horizontal link-slots to enable ordinary pin-and-link couplings to be employed.

The outer end of the rod 13 is connected by a chain 14 with a vertical shaft 15, which extends to the top of the car, and is provided at its upper end with a hand wheel, the shaft being retained against rotation by a pawl and ratchet. The hinged jaw is provided at its outer side with an eye 16 and is connected by a chain 17 with a lever 18, which is fulcrumed on the car at one side thereof. It will be seen that by having the lever and the hinged jaw connected together they may both be operated by either the lever 18 or the shaft 15.

What I claim is—

1. In a car-coupling, the combination of a draw-head having a stationary jaw provided in its outer side with a recess, a lever pivoted intermediate its ends and arranged in the recess and adapted to lie flush with the stationary jaw and to be thrown outward for uncoupling, a hinged jaw provided at its rear end with a heel and connected in advance of its hinge-point with the rear end of the lever, and a rod extending through the draw-head and connected with the heel of the hinged jaw, whereby both the lever and the hinged jaw may be operated by the rod, substantially as described.

2. In a car-coupling, the combination of a draw-head having a stationary jaw and provided in the outer side thereof with a recess, a hinged jaw mounted on the draw-head and  
5 arranged parallel with the stationary jaw and provided at its rear end with a heel, a rod connected with the heel of the lever and passing through the draw-head, a spring disposed on the rod and engaging the heel of the hinged  
10 jaw, a lever fulcrumed intermediate its ends in the recess, a rod connecting the rear end

of the lever with the hinged jaw in advance of the point of hinging, and a spring bearing against the rear end of the lever to force the same outward, substantially as described. 15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

MATTHEW T. SCOTT.

Witnesses:

E. C. HALLAR,

GEO. E. HUGHES.