

New Inventions.

Can a Patent be Attached?

A correspondent from Richmond, Va., inquires of us if a patent can be attached by the Sheriff, and sold to satisfy a judgment against the patentee. He says it is contended by some persons that as a patent is granted to a certain person specified in the instrument, and for his exclusive use and benefit, no court nor power of government can deprive him of it, unless he assigns it, and without his assignment the mere possession of the patent is only as so much waste paper, and no machine could be made or sold by the party holding it.

He states that a brother mechanic has asked the advice of two lawyers on this point: one said a patent could be attached and sold, the other said it could not, and in this dilemma our correspondent has written to us for exact information.

By a proper process of law a patent can be attached and sold like other property. Curtis, in Section 189, says:—"The interest in a patent may also be assigned by operation of law in case of the bankruptcy of the patentee, as well as by his *voluntary* assignment. There is no question that a patent already obtained passes to assignees in bankruptcy."

The Telegraph on Railroads.

We have seen an account in the daily papers of this and other cities, that Sir Robert Lowe, of the English Board of Trade, and Capt. Galton, now in this country, have been deputed officially to examine the working of our railroad system, have examined the New York and Erie Railroad, and expressed admiration at the perfection of its working; these papers say: "The feature in the operating system of the Erie which struck them as of the greatest value and excellence was the working of all trains by telegraph. Sir Robt. Lowe expressed an intention to procure the passage, by Parliament of an act compelling British roads to work their lines by telegraph. He has taken full notes of the system of operating the Erie, with copies of blanks, &c. Every State in the Union should pass a similar act."

This is something which we really do not understand. We have been led to believe that the English system was far superior to that of our best managed railroads, and this is a common opinion. We also thought that all the English railroads employed the telegraph, and that the idea of its use was borrowed from them. It is at least true, that before we had a line of telegraph in operation, there was one on the Great Western Railroad in England. Dr. Lardner, while delivering a course of lectures in Niblo's Saloon, in this city, in December, 1841, described the said telegraph, and said he had witnessed its operations. Is Sir Robert Lowe ignorant of this fact?

Tin Folding Machine.

Our engraving illustrated an invention for the above purpose, for which a patent was granted to Mr. O. W. Stowe, of Plantsville, Conn., June 12th, 1855. In the ordinary machines, the two jaws which bend the edge of the tin are operated separately; but in this improvement both jaws are moved by one pressure of a lever.

B is the first folding bar, having bearings at each end, one of which terminates in a boss, A, to which the lever, A', is attached. The second folding bar, C, is hinged at F to K, which slides on the base of the machine, L. D is a gauge attached to C, and adjusted by the set screw, H. J is a folding plate attached to the stationary holder, E. The edge of the tin sheet is folded by being bent around the edge of J. For this purpose the ends of C are furnished with friction rollers, C', which ride upon the cam surfaces, B'. When B is turned up by the application of pressure upon A', the cams, B', will cause C also to rise, and the sheet of tin being placed beneath the edge of J will be thus bent or folded. The width of the fold is regulated by the position of gauge D, against which the edge of the tin is placed. The size of the fold may be instantly changed by turning screw H. The closeness of the

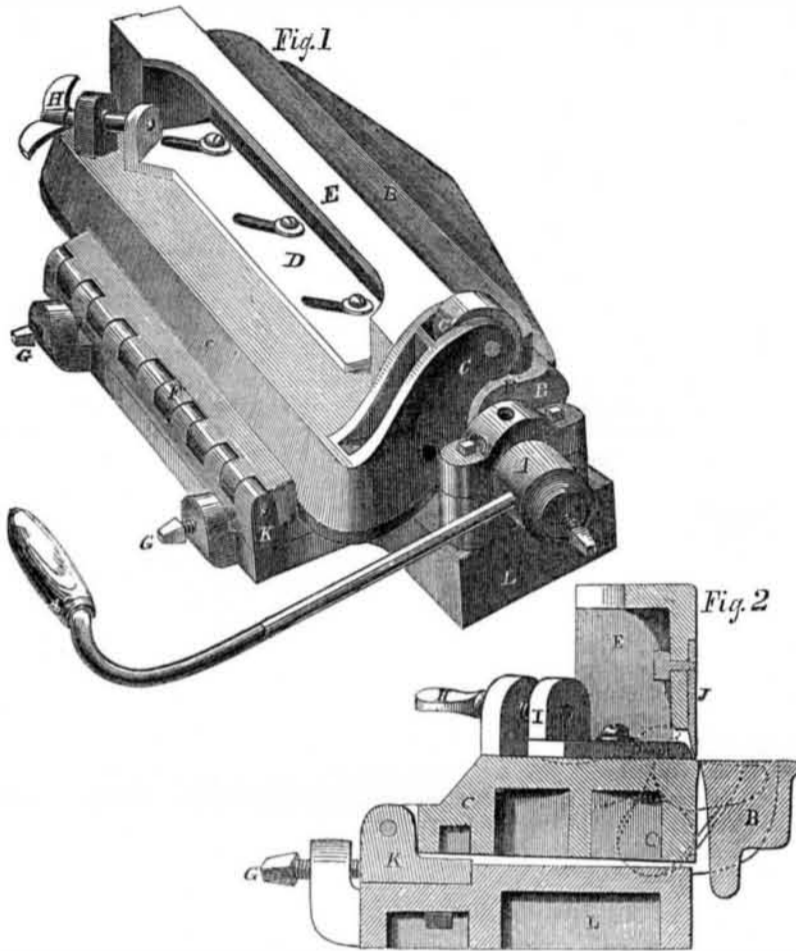
fold is readily adjusted by the screws, G, which bear against K, and push the front edge of C towards J, or allow it to recede from J.

The prime object sought and gained by this invention is the simultaneous action of the two folding bars, by which the fold or lock is formed. By accomplishing this object the following important advantages are secured: First, the folding plate is relieved of a varying

and unequal strain on its opposite sides, and will, therefore, last longer, and keep perfectly true and straight.

Second, since both folding bars rise together they hold the sheet metal on which the lock is formed from being drawn in at either end, so that if any number of locks are formed with the gauge in the same place they will be of an exactly uniform width. The gauge also

MACHINE FOR FOLDING TIN.



is put on in a superior manner, and is less likely to be moved while using the machine than formerly.

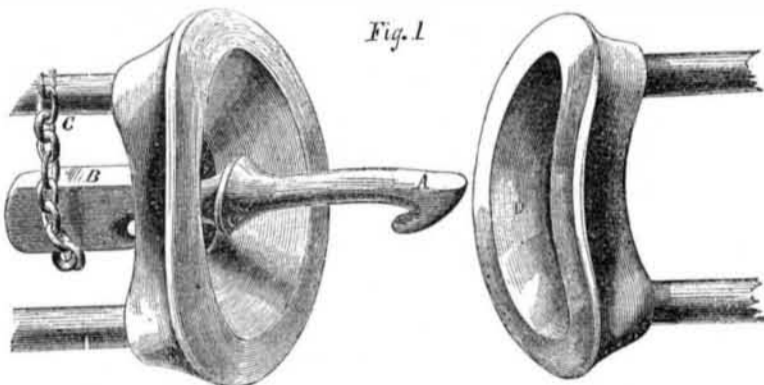
Third, the working of both folding bars by means of one lever saves time, so that the amount of work that can be done by this machine in a day is nearly twice that which can be turned off by the machine commonly used.

Fourth, this machine is more durable than

the old style of machines. It does more work, does it better, and costs only a fraction more.

Two sizes of these machines for tinsmith's use are made, No. 1, for 20-inch tin, \$20; No. 2, for 17-inch tin, \$15. The machine is on exhibition at the Great Fair of the American Institute, Crystal Palace, N. Y. For further information address the Stowe Manufacturing Co., Plantsville, Conn.

SELF-ACTING CAR COUPLING.



Self-Acting Car Coupling.

Our engraving illustrates a simple and ingenious method of coupling cars together, for which letters patent were granted to John Ryan, of Wilmington, Del., July 17, 1855. The connection is formed by means of a hook bar, A, placed in one of the buffer heads in the manner shown in fig. 1. The hook is shown in fig. 2. The back end of the hook bar, at B, is weighted, so that the hook part will

naturally hang down, and keep the cars coupled together. The weight also serves to maintain hook A in a horizontal position, so that it will readily couple with any other buffer. When it is desired to uncouple them the chain, C, is pulled, and the hook turned up on its side; the buffers will then disconnect.

In figure 1, the two buffers are supposed to be approaching each other the act of being coupled. The front extremity of hook A is

Figure 2.



beveled off so as to form a screw-shaped surface; the mouth of the buffer, D, is made flaring, so that when the beveled end of the hook, A, strikes upon it, the hook immediately turns

upon its side, passes through the aperture in the buffer, and then revolves back to its first position, leaving the two buffers connected.

This coupling is extremely simple, always

self-acting, and not liable to get out of order. Its first cost is about the same as the common link and pin coupling, but it is much more economical in use than that kind, as there are none of the parts that can be lost, mislaid, or readily stolen. As a preventive of accident this improvement is highly desirable, since it requires no person to enter between the cars to render assistance. The coupling is done by merely pushing the cars together, so that their buffers will touch or nearly touch.

This coupling will act successfully on any curve where a locomotive can run, and on cars whose height is variable. Should an axle heat, the end of the car will be held up. Mounting and other dangerous results are also prevented.

The invention has been in use on the Philadelphia, Wilmington and Baltimore Railroad for more than a year past, and is highly spoken of by the officers of that corporation. It has also been used with great satisfaction on the Philadelphia and West Chester road. It is now on exhibition at the Crystal Palace, New York. For further information address John Ryan and John A. Griffin, Wilmington, Del.

Preventing Incrustations in Boilers and Iron Pipes.

A few years since we published the receipt named "Sibbald's Metaline Compound," for preventing scale in boilers, and inquiries having recently been made of us respecting it, by new correspondents, we publish it again.—We have evidence that it has been found useful in some cases.

It is composed of 1 lb. of melted tallow, 1 lb. of fine black lead, one-eighth of a pound of pulverized charcoal, and one gill of oil, for water pipes, or the same amount of coal-tar for boilers. These ingredients are thoroughly incorporated together, and applied while in a heated state with a brush, like paint. It forms a good protection for timber placed underground, for coating water pipes, and also for coating the interior of steam boilers in which hard water is employed. It must be frequently renewed in such boilers to effect the object stated. This compound might be applied to the interior of iron water pipes with a brush on the end of a long rod. Maintaining the proportions of the materials described, any quantity of it may be manufactured.

Important Litigation.

For some time past the tax-payers of the towns of Genoa and Venice, N. Y., have taken measures, under the advice of eminent lawyers, to resist the payment of the interest upon the bonds issued by these towns for the benefit of the Lake Ontario, Auburn and New York Railroad. Last week the question was brought before the Supreme Court of this District, at Rochester, upon an application for a *mandamus* to compel the payment of the interest due upon eight bonds of one thousand dollars each, issued by the town of Genoa.

The questions involved are important, and may cause a protracted litigation, the decision of which is important to the tax payers of all towns interested.

A Great Piano-forte Factory Burned.

The great pianoforte factory of Messrs Braidwood, in London, has been consumed by fire. No less than 420 workmen were employed in it. 1000 pianos in various stages were burned, and the total loss of property was £100,000—about half a million of dollars. We believe this was the largest manufactory of the kind in the world.

SPLENDID PRIZES.—PAID IN CASH.

The Proprietors of the SCIENTIFIC AMERICAN will pay, in Cash, the following splendid Prizes for the order of the largest Lists of Subscribers sent in between the present time and the first of January, 1857, to wit:

For the largest List,	\$200
For the 2nd largest List,	175
For the 3rd largest List,	150
For the 4th largest List,	125
For the 5th largest List,	100
For the 6th largest List,	75
For the 7th largest List,	50
For the 8th largest List,	40
For the 9th largest List,	30
For the 10th largest List,	25
For the 11th largest List,	20
For the 12th largest List,	10

Names can be sent in at different times and from different Post Offices. The cash will be paid to the order of the successful competitor, immediately after the 1st of January, 1857.

See Prospectus on last page.