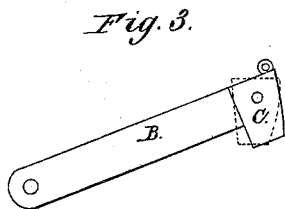
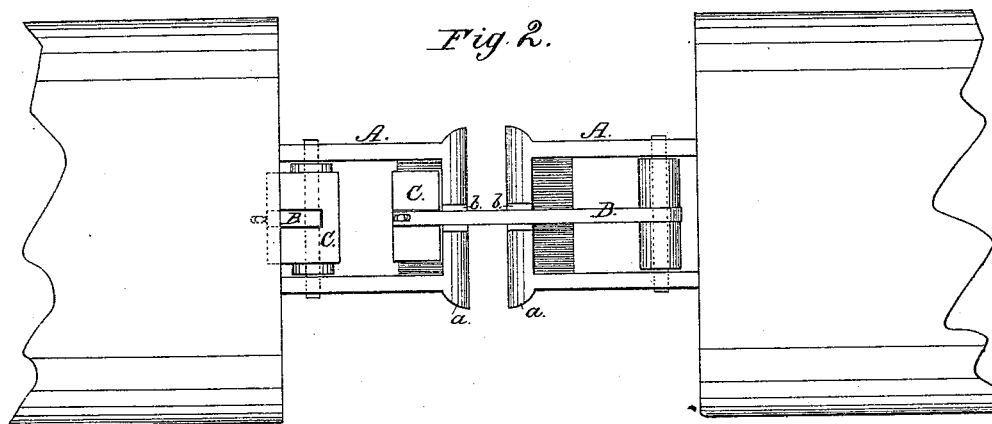
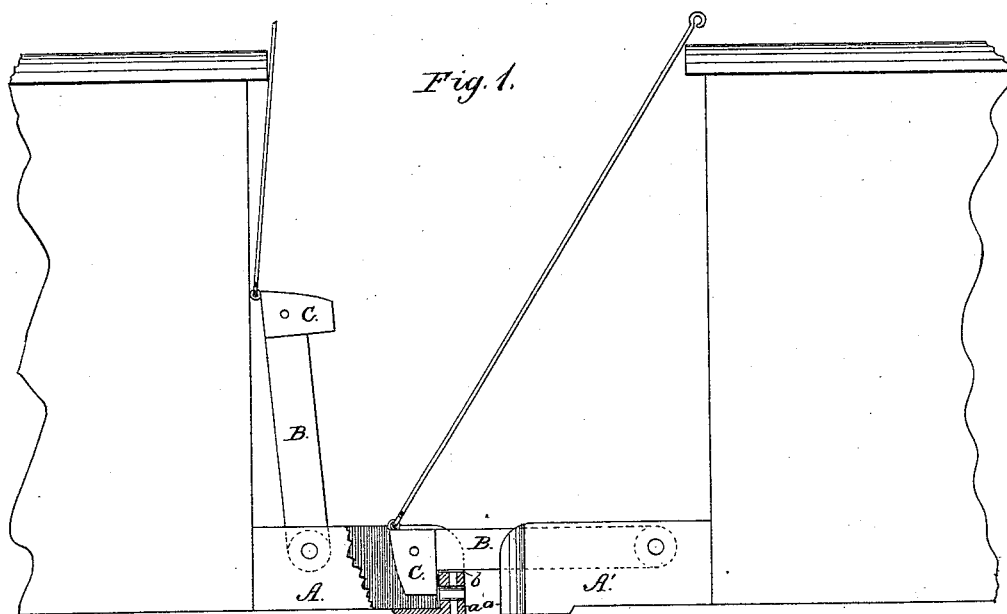


W. W. SCOTT.  
Car-Coupling.

No. 217,821.

Patented July 22, 1879.



WITNESSES:  
*W. W. Hollingsworth*  
*Amos W. Hart*

INVENTOR:  
*W. W. Scott*  
BY *Amos W. Hart*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

WILLIAM W. SCOTT, OF SUMNER, ASSIGNOR OF ONE-THIRD HIS RIGHT TO  
C. H. CLOUGH AND J. W. MITCHELL, OF NEW HAMPTON, IOWA.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **217,821**, dated July 22, 1879; application filed  
April 29, 1879.

### *To all whom it may concern:*

Be it known that I, WILLIAM W. SCOTT, of Sumner, in the county of Bremer and State of Iowa, have invented a new and Improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention is an improvement in the class of car-couplings whose engaging devices are pivoted hooks or draw-bars; and it consists in the employment of coupling-hooks or draw-bars having pivoted heads to adapt them for engagement with bumpers having slotted heads, which are set inclined, the object being to enable cars of different heights to be coupled.

In accompanying drawings, forming part of this specification, Figure 1 is a side view of my improved coupling, part being broken away; and Fig. 2 is a plan view of the same. Fig. 3 is a side view of one of the coupling devices in the position it would assume when connecting cars of unequal height.

The draw-heads or bumpers A A' have heads *a*, which are set inclined backward from the vertical at a slight angle, and provided with a notch or slot, *b*, in the upper edge. The base of slot or notch is provided with an aperture for the admission of a common coupling-pin. The buffer-heads *a a* have a horizontal aperture for reception of an ordinary coupling-link, the object sought being to enable me to use the common link-and-pin coupling with cars having my improved drop-coupling attachment. A straight or crooked draw-bar, B, is pivoted in the rear part of each bumper, and has a cross-head, C, pivoted to its outer or free end.

When cars provided with my coupler are brought together, the pivoted draw-bar B of one of them is thrown down and enters the

notch or slot *b* in the head *a* of the opposite bumper, A, while its head C lies behind and in contact with said head *a*. The head C of the draw-bar being pivoted, it will lie flat against the latter, whether the cars be of the same or unequal height, and the rearward inclination of the head *a* prevents the draw-bar head C from sliding upward and thus becoming detached when the car to which its draw-bar is pivoted is higher than the other, as would often be the case if the heads *a* were placed vertical.

A rod may be attached to each draw-bar B for raising it, and thus uncoupling the cars.

I do not claim a draw-head having its front portion set inclined backward; and I am aware that a coupling has been devised in which a pivoted draw-bar having a fixed hook or head has been provided with a loosely-attached or movable head; but such movable head is employed solely to facilitate the coupling operation, and is not movable or self-adjusting with respect to the draw-bar proper and the draw-head when engaged with the latter. The construction and operation of such coupling are therefore foreign to my invention.

What I claim is—

The combination of the pivoted draw-bar B and its head C, consisting of a block which is attached thereto by a pivot, and the bumper having its head *a* notched and set inclined backward, as shown and described, whereby the said head is movable or self-adjustable on its pivot while engaged with the draw-head, for the purpose specified.

W. W. SCOTT.

Witnesses:

A. V. BLAIR,  
C. G. SPEARS.