

W. DORR.
Car-Coupling.

No. 161,936.

Patented April 13, 1875.

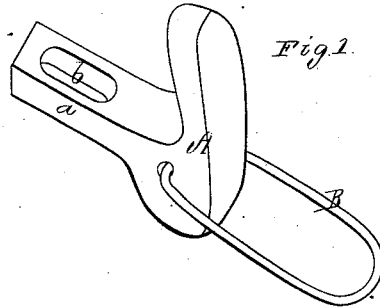


Fig. 1.

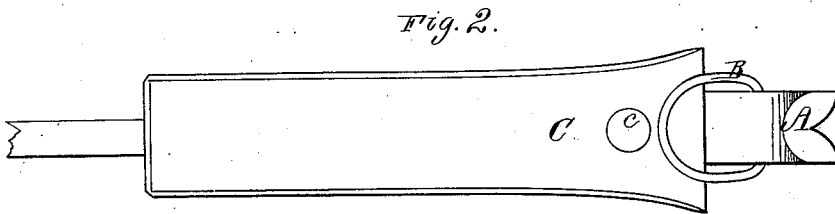


Fig. 2.

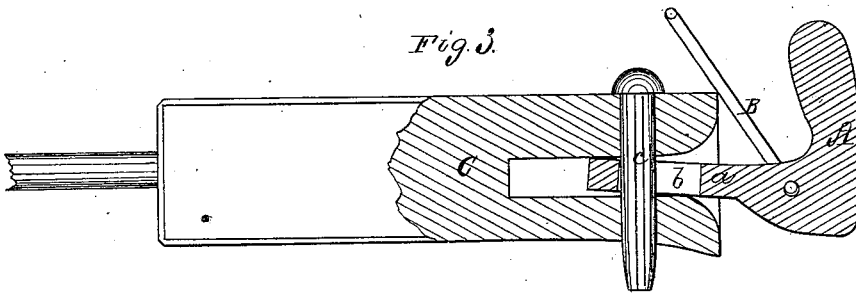


Fig. 3.

Witnesses.

S. N. Piper.

L. W. Hiller.

Warren Dorr.

by his attorney.

R. H. Eddy

UNITED STATES PATENT OFFICE.

WARREN DORR, OF GARDNER, MAINE, ASSIGNOR OF PART OF HIS RIGHT TO
JOSEPH L. MITCHELL AND GEORGE W. COLBURN, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **161,936**, dated April 13, 1875; application filed
March 15, 1875.

To all whom it may concern:

Be it known that I, WARREN DORR, of Gardner, of the county of Kennebec and State of Maine, have invented a new and useful Improvement in Railway-Carriage Couplings; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a perspective view of one of my said couplings as separate from the draw-bar. Fig. 2 is a top view, and Fig. 3 a longitudinal section, of the draw-bar and coupling combined.

The coupling consists of a hook, A, and a link, B, pivoted to it, all being as shown in the drawings. The shank *a* of the hook is provided with a slot, *b*, going down through it, to receive the coupling-pin *c* of a draw-bar, C, when said shank is inserted within the draw-bar, in manner as shown in Fig. 3.

In order to effect automatically the coupling of two carriages, having their draw-bars furnished with my said couplings, we have only to pull forward the hook of one of the couplings until the rear end of its slot may bring

up against the pin *c*, and next turn up the link, so that it may rest against the upper edge of the adjacent end of the draw-bar, the link of the other coupling being supposed to be hanging below its hook when the two hooks are moved into contact, or one against the other, that carrying the uppermost coupling-link forced backward, and the link will be thrown over upon the hook of the other coupling, so as to engage therewith.

It will readily be seen that my coupling can be adapted to common draw-bars that use an ordinary link, it being used in the place of said link; also, that if the draw-bars are out of level, the link of one hook can be easily engaged with the other hook.

What I claim is—

The railway-carriage coupling, consisting of the link B and the slotted hook A, combined to operate with a draw-bar and pin, all essentially as set forth.

WARREN DORR.

Witnesses:

WASHBURN BENJAMIN,
JAMES CULLMAN.