W. DORR.

Car-Coupling.

No. 203,011. Patented April 30, 1878.

Fig. 1.

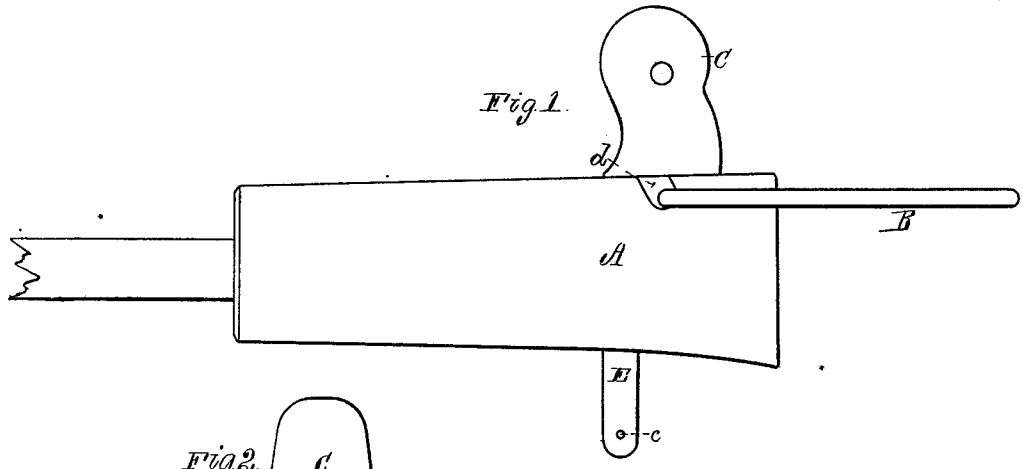


Fig. 2.

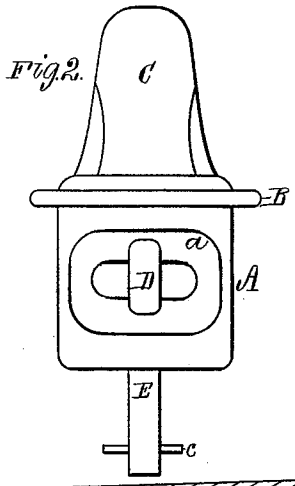


Fig. 3.

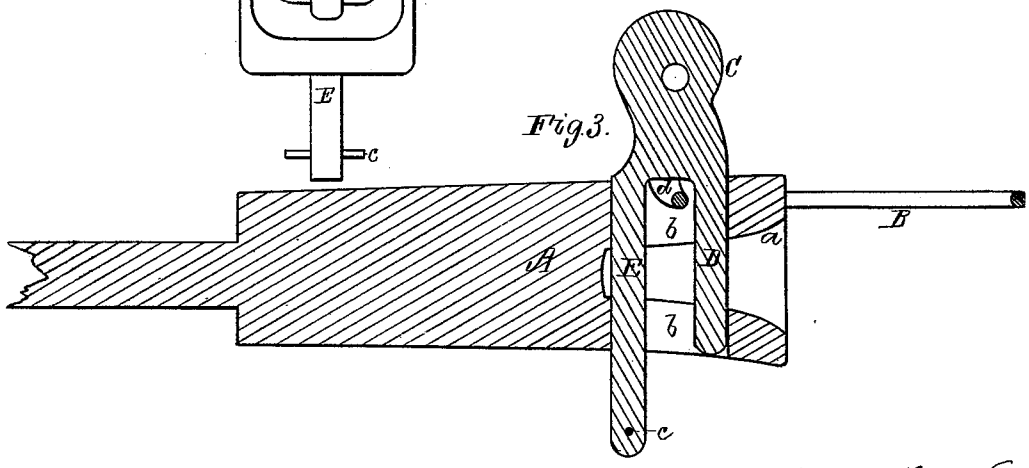
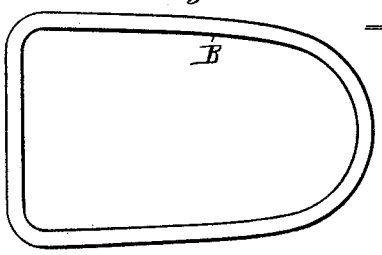


Fig. 4.



Witnesses.

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L. N. Moller

Inventor

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by his attorney

R. H. Eddy.

UNITED STATES PATENT OFFICE.

WARREN DORR, OF GARDINER, MAINE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **203,011**, dated April 30, 1878; application filed March 14, 1878.

To all whom it may concern:

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

Figure 1 is a side view, Fig. 2 a front end view, and Fig. 3 a longitudinal section, of one of my improved couplings, as applied to a draw-bar of a railway-carriage.

My present invention relates to couplings whose draw-bars are furnished with yokes, and with coupling-heads or projections to engage with such yokes, such draw-bars not only having mouths to receive a common coupling-link, but pins to couple with or go through it.

In carrying out my invention, I fix the yoke-coupling head directly to the link-pin at its upper end, and I provide the said head with an auxiliary pin, to extend down from it through the draw-bar. I make in the upper part of the draw-bar, and back of the link-pin, or between it and the auxiliary pin, a hooked notch, to receive and hold the yoke, all being essentially as hereinafter explained. By such construction and arrangement of the parts important advantages are gained. The yoke-coupling head, instead of being fastened to the draw-bar, is separate therefrom, and fixed to the link-pin, thereby serving by its weight to keep the said pin in place, and, besides, when furnished with the auxiliary pin, provided at its lower end with a stop, as shown. Such head prevents the link-pin from being drawn out of the draw-bar and lost. Other advantages also result from my invention.

In the drawings, A denotes the draw-bar, provided with a coupling-link receiving-mouth, *a*, and also with a yoke, B, the latter being to hitch upon a head, C, which, in this machine, is separate from the bar, and fixed to the upper end of the link-coupling pin D, that slides down through and out of the link-mouth *a*. There is also to the said head an auxiliary pin, E, which projects down from it, goes through a hole or slot, *b*, in the draw-bar, and projects some distance below the bar. There is to such axiliary pin, at or near its lower end, a stop or pin, *c*, to prevent the auxiliary pin from being drawn up farther than to admit of the link-pin rising out of the mouth *a*.

In the upper part of the draw-bar is a hooked notch, *d*, which is disposed between the pins D E, and receives the straight end of the yoke, such yoke being formed as shown in top view in Fig. 4. The head may be perforated, as shown, to admit of a chain or rope being fixed to it, such being to effect the raising of the link-pin in the draw-bar.

The head is to couple with the yoke of a fellow or other draw-bar, when the two are connected by a link and their two coupling-pins.

I claim as my invention, as follows—that is to say:

1. In the car-coupling provided with the yoke, the coupling-head fixed to the link-pin, as set forth.

2. In the car-coupling provided with the yoke, the coupling-head fixed to the link-pin and provided with the auxiliary pin, extending down through the draw-bar, as set forth.

3. The draw-bar provided with the yoke-notch, arranged in it as shown, in combination with the yoke-head fixed to the link-pin or provided therewith, and with an auxiliary pin, arranged as set forth.

4. The combination of the draw-bar provided with the yoke-notch, with the yoke arranged therein, and with the yoke-head fixed to the link-pin, all being substantially as set forth.

5. The combination of the notched draw-bar, the yoke, the yoke-head, and the two pins, all arranged and applied essentially in manner and to operate as specified.

WARREN DORR.

Witnesses:
HENRY FARRINGTON,
HENRY G. WHITE.