

H. ALLEN & A. H. BALDWIN.

Improvement in Car-Coupling.

No. 131,587.

Patented Sep. 24, 1872.

Fig: 1.

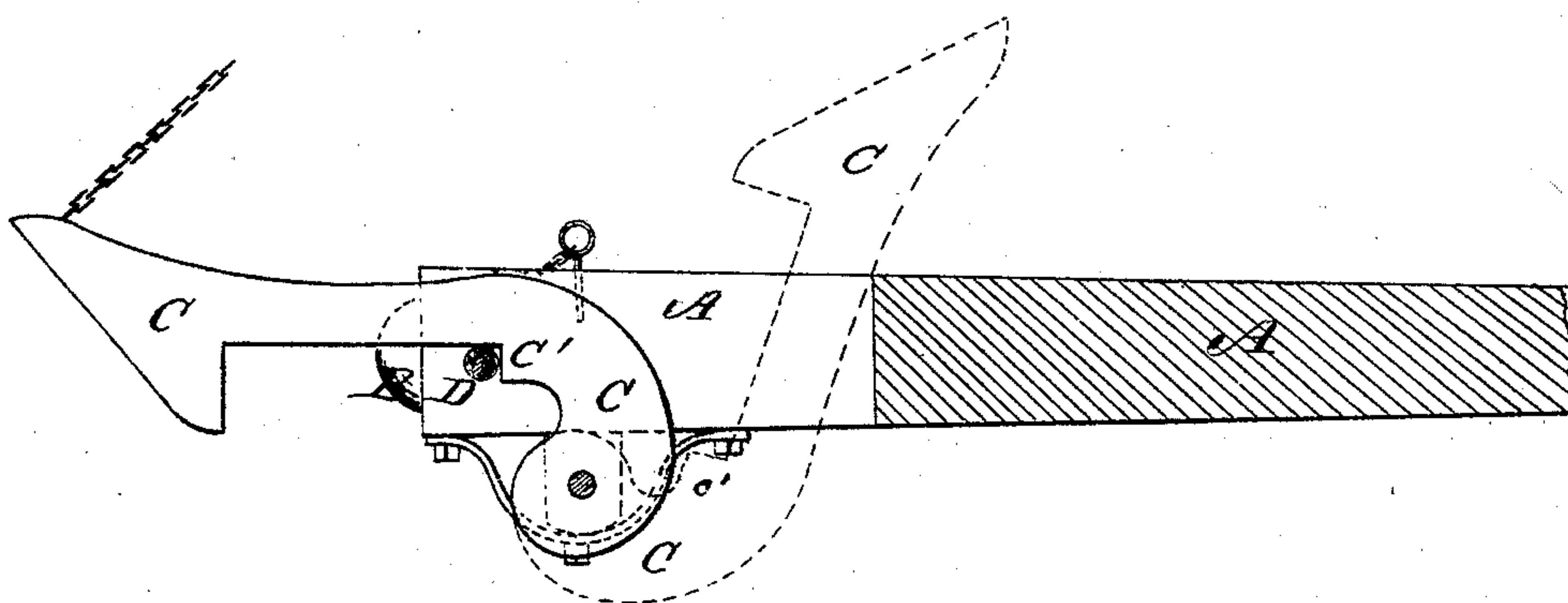
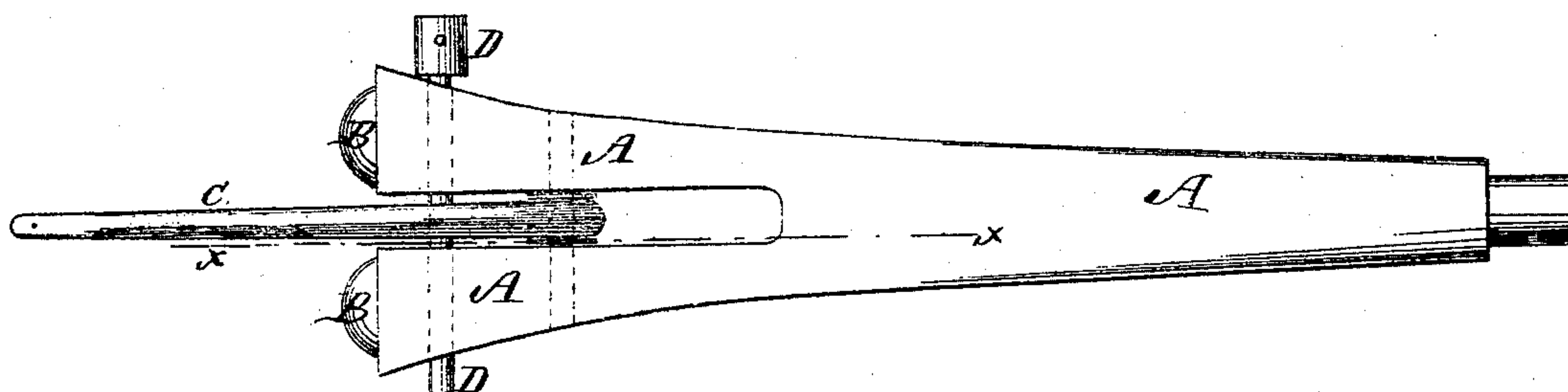


Fig: 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

HENRY ALLEN AND ADDISON H. BALDWIN, OF HOUSTON, TEXAS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 131,587, dated September 24, 1872.

To all whom it may concern:

Be it known that we, HENRY ALLEN and ADDISON H. BALDWIN, of Houston, in the county of Harris and State of Texas, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

Figure 1 is a detail vertical longitudinal section of our improved car-coupling taken through the line *x x*, Fig. 2. Fig. 2 is a top view of the same.

Our invention has for its object to furnish an improved car-coupling simple in construction, convenient in use, and effective and reliable in operation; and it consists in the construction and combination of the various parts of the coupling, as hereinafter more fully described.

Similar letters of reference indicate corresponding parts.

A represents the draw-bar, which may be made of iron, or of wood plated within and without with iron securely bolted to it. The draw-bar A is connected with the car-body in the ordinary manner. The outer ends of the draw-bars A are slotted longitudinally, and in said ends, upon each side of said slot, are secured blocks of rubber B, which may be boxed or banded and let into or bolted to the said ends. C is the hook, the forward or hooked end of which is beveled, as shown in Fig. 1, to enable it to slide over the pin when the cars are run together, with the said hook in a horizontal position, as shown in full lines in

Fig. 1. The rear or inner ends of the hooks C are curved downward, and are pivoted to and between studs or projections attached to or formed upon the under side of the slotted outer end of the draw-bar A. Upon the under rear part of the hook C is formed a shoulder, *c'*, which rests against a pin, D, passed horizontally through the forward end of the draw-bar A, and which is designed to support the hooks C in a horizontal position and to sustain the draft strain. The pins D also serve for the hook C of an adjacent car to hook upon in coupling the cars. A hook, C, is designed to be attached to each draw-bar of each car, and when not in use may be turned back to rest in the inner end of the slot in said draw-bar, as shown in dotted lines in Fig. 1. Or by removing the pin D it may be allowed to hang beneath the draw-bar so as to be entirely out of the way.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The coupling-hook C *c'*, constructed substantially as herein shown and described, in combination with the slotted draw-bar A and horizontal pin D, as and for the purposes set forth.

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Witnesses:

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