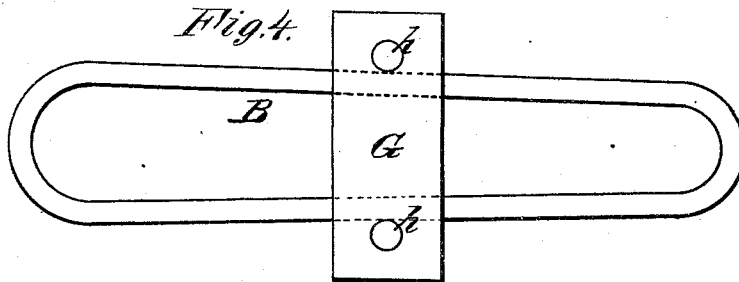
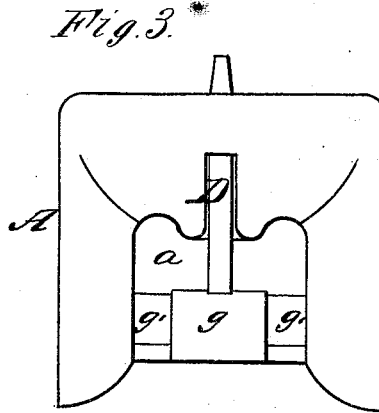
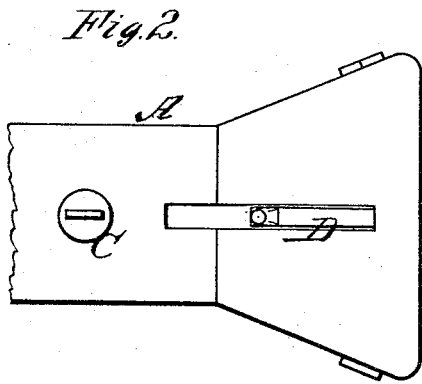
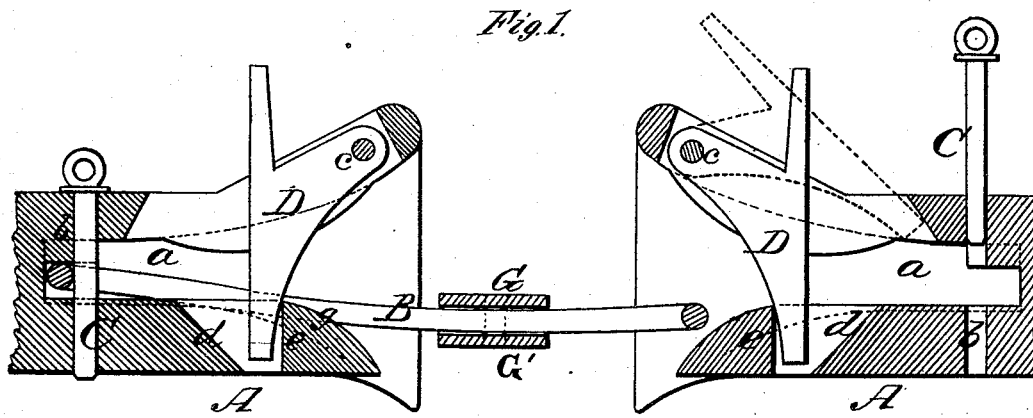


W. G. HAWKINS.
Car-Coupling.

No. 162,648.

Patented April 27, 1875.



WITNESSES
E. H. Bates
George C. Upham, BY

INVENTOR
William G. Hawkins,
Chipman Hosmer & Co.
ATTORNEYS,

UNITED STATES PATENT OFFICE.

WILLIAM G. HAWKINS, OF PAVILION, MICHIGAN, ASSIGNOR OF ONE-HALF HIS RIGHT TO A. A. HOLCOMB AND G. M. GATES, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. 162,648, dated April 27, 1875; application filed May 29, 1874.

To all whom it may concern:

Be it known that I, WILLIAM G. HAWKINS, of Pavilion, in the county of Kalamazoo and State of Michigan, have invented a new and valuable Improvement in a Self-Coupler for Coupling Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a sectional view of my car-coupling, and Fig. 2 is a top view. Fig. 3 is an end view, and Fig. 4 is a detail view.

This invention has relation to railroad-car couplers which are provided with the well-known vertically-movable coupling-pins, and also with self-couplers, the latter being arranged in front of the former.

In couplers wherein such a combination exists it is found that when the self-couplers are used the distance between the draw-bars is so great that when the cars are in motion they are subjected to injurious and unpleasant concussions, owing to the endwise play which is allowed.

To remedy this objection the nature of my invention consists in the use of a broad filling or glutting loop on the coupling-link between the two draw-bars, which loop is removably applied to the said link, and, when it is placed thereon, will take up the slack and serve as an intermediate abutment for the draw-head, as will be hereinafter more fully explained.

In the annexed drawings, A A designate two draw-heads, having flaring mouths and recesses *a a* for receiving a link, B. Near the rear ends of the recesses *a a* are coupling-pins C C, which are vertically movable in holes *b*

b, and which are used in coupling and uncoupling in the usual well-known manner. In front of each pin C, and pivoted at *c*, is a V-shaped coupler, D, the lower end of which drops into a recess, *d*, in the floor of the draw-head and bears against the shoulder *e*. G designates a broad glut, which is considerably longer than the width of the link B. The glut is composed of two metallic plates connected together by rivets *h h*, leaving a space between the plates for the insertion of the link, the rivets preventing the glut from sliding off the link laterally. The width of the glut G is such that when two cars are coupled, one end of the link being held by a pin, C, and the other by an automatic coupler, D, there will be very little endwise play allowed between the draw-heads.

Broader loops G can be used when the link is attached to the two couplers D D.

I am well aware that a link-holder to be permanently attached to the ordinary coupling-link, between the two draw-heads, for the purpose of affording a handle whereby the link may be inserted into a draw-bar of a car approaching to be coupled, without endangering the hand of the operator, is not new; hence I do not make a broad claim to such invention.

What I claim as new, and desire to secure by Letters Patent, is—

In a car-coupler, the metallic sliding glut, consisting of the plates G G' united together by the rivets *h h*, in combination with an open link, B, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM G. HAWKINS.

Witnesses:

J. M. FLINT,
E. N. BURRIL.

My words.