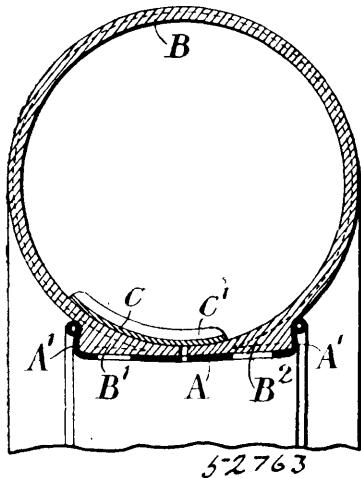
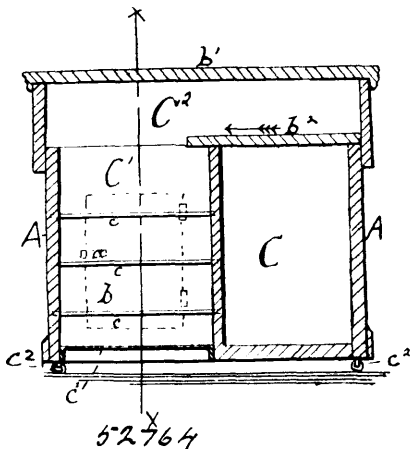


of the tubular ring and cemented to the ring on one side of the division and extending beyond the side of the rigid rim on the opposite



side of the division, substantially as described. 3rd. A pneumatic tire composed of a rigid wheel rim, a tubular flexible ring surrounding the rim having a radial division around its inner circumference and cemented on one side of the division to one side of the rim and on the other side of the division having an external projection upon it to fit into a groove around the rim, and a stretched elastic band covering over the division on the inside of the tubular ring and cemented to the tubular ring on that side of the division where the tubular ring is cemented to the rim and on the opposite side of the division extending beyond the side of the rigid rim, substantially as described. 4th. In pneumatic tires such as are herein described providing a free escape for air from the space or spaces which are covered over on the inside of the tubular ring by the stretched elastic band, substantially as described. 5th. In pneumatic tires such as are herein described forming the stretched elastic band used for covering over the space between the edges of the divided tubular flexible ring tire with transverse ribs or corrugations on its exterior, substantially as described.

No. 52,764. Bread Raising Box. (Huche.)



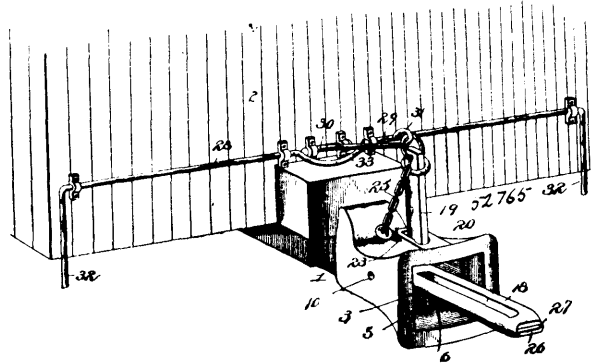
George W. Cowan and William H. Dunlap, both of Cannonsburg, Pennsylvania, U.S.A., 26th June, 1896; 6 years. (Filed 3rd June, 1896.)

Claim.—In a bread-raiser, a casing having a hinged cover and a horizontal guide-way formed in its interior intermediate between the said cover and the bottom of the casing, said casing being also provided with a transverse vertical partition extending from its bottom up to the said guide-way, whereby a flour-chamber and a heating-chamber are formed therein, each of said chambers having an open top and the heating-chamber having a metal bottom and a door formed through the wall of the casing and a kneading board mounted to slide on the horizontal guide-way in the upper part of the casing, and adapted to close the open upper end of each of said chambers, substantially as set forth.

No. 52,765. Car-Coupler. (Attelage de chars.)

The Lee Car Coupling and Manufacturing Co., and John W. Schuchardt, assignees of Charles Lee, all of Antonio, Texas, 26th June, 1896; 6 years. (Filed 4th June, 1896.)

Claim.—1st. In a car-coupling, the combination with a draw-head having a coupling-pin perforation, and provided at the rear of the



upper portion thereof with a shoulder, adapted to form a seat, a coupling-pin provided with a shoulder to engage the seat, to hold it in an elevated position, and a spring-actuated block arranged to engage the lower end of the coupling-pin to disengage the same from the seat, and adapted to receive and support the coupling-pin in an elevated position, substantially as and for the purpose described. 2nd. In a car-coupling, the combination with a draw-head having a coupling-pin perforation, and provided at the rear side of the upper portion thereof with an inclined seat, a coupling-pin arranged in the coupling-pin perforation, and provided a short distance from its lower end with an inclined shoulder interlocking with the seat, said coupling-pin projecting below the top wall of the draw-head, and a spring-actuated block mounted in the draw-head and arranged to engage the lower end of the coupling-pin to carry it off of said seat and to receive and support it in an elevated position, substantially as described. 3rd. In a car-coupling, the combination of a draw-head having a coupling-pin perforation, provided at its top with a seat and having a rounded front portion and a rectangular rear portion, a coupling-pin having a shoulder to engage the seat, and a spring-actuated block, substantially as described. 4th. The combination of a draw-head provided at its top and bottom with longitudinal grooves and having horizontal grooves on the inner faces of its sides and provided at the front terminals of the latter grooves with perforations or openings located slightly above the horizontal plane of those grooves, a spring-actuated sliding block arranged in the draw-head and provided with upper and lower projections fitting in the longitudinal grooves, said block being provided with a transverse perforation, and a pin arranged in the perforation of the block and projection laterally therefrom and fitting in the horizontal grooves, said pin being adapted to be withdrawn through the perforations or openings of the draw-head, substantially as specified. 5th. In a car-coupling, the combination of a draw-head provided at its top and bottom with longitudinal grooves and having at its sides horizontal grooves and longitudinal ribs, a spring-actuated block provided at its sides with grooves to receive the ribs and having a transverse perforation and provided at the top and bottom with projections fitting in the longitudinal grooves, and a removable transverse pin arranged in the perforations of the block and fitting in the horizontal grooves, substantially as described. 6th. In a car-coupling, the combination of a draw-head provided at its top and sides with grooves and having longitudinal ribs arranged on the inner faces of its sides, a sliding block provided at its sides with grooves to fit the said ribs and having a transverse perforation and provided with upper and lower projections to fit the longitudinal grooves at the top and bottom of the draw-head, a transverse pin arranged in said perforations and fitting in the grooves of the sides of the draw-head, a back stop arranged within the draw-head and consisting of a longitudinally disposed pin and a rectangular head arranged at the rear end of the pin, and a spiral-spring interposed between the block and the head and receiving the longitudinally disposed pin, substantially as described. 7th. In a car-coupling, the combination with a car, of a draw-head, a coupling-pin, a lever provided at its outer end with a hook to receive the coupling-pin and having at its inner end laterally extending journals arranged in suitable bearings of the car, and a rock-shaft journaled on the car and provided with a central loop forming an arm and arranged beneath the link, substantially as described. 8th. In a car-coupling, the combination of a draw-head provided with a coupling-pin perforation and having longitudinal grooves at its top and bottom, a sliding block arranged in the draw-head, provided at its top with a socket and having at its bottom a depending projection to fit the lower groove, an upper projection 4, adapted to be inserted through the coupling-pin perforation and provided with a shank fitting in said socket, and means for securing the shank in said socket, substantially as described. 9th. In a car-coupling, the combination of a draw-head provided at its top and sides with grooves, and having longitudinal ribs on the inner faces of the sides, a sliding block provided at its sides with grooves to receive the said ribs, having a transverse opening and provided at its top with a vertical socket, the top projection engaging the top groove of the draw-head and provided with a shank fitting in said socket, and a transverse pin engaging the said shank, substantially as described.