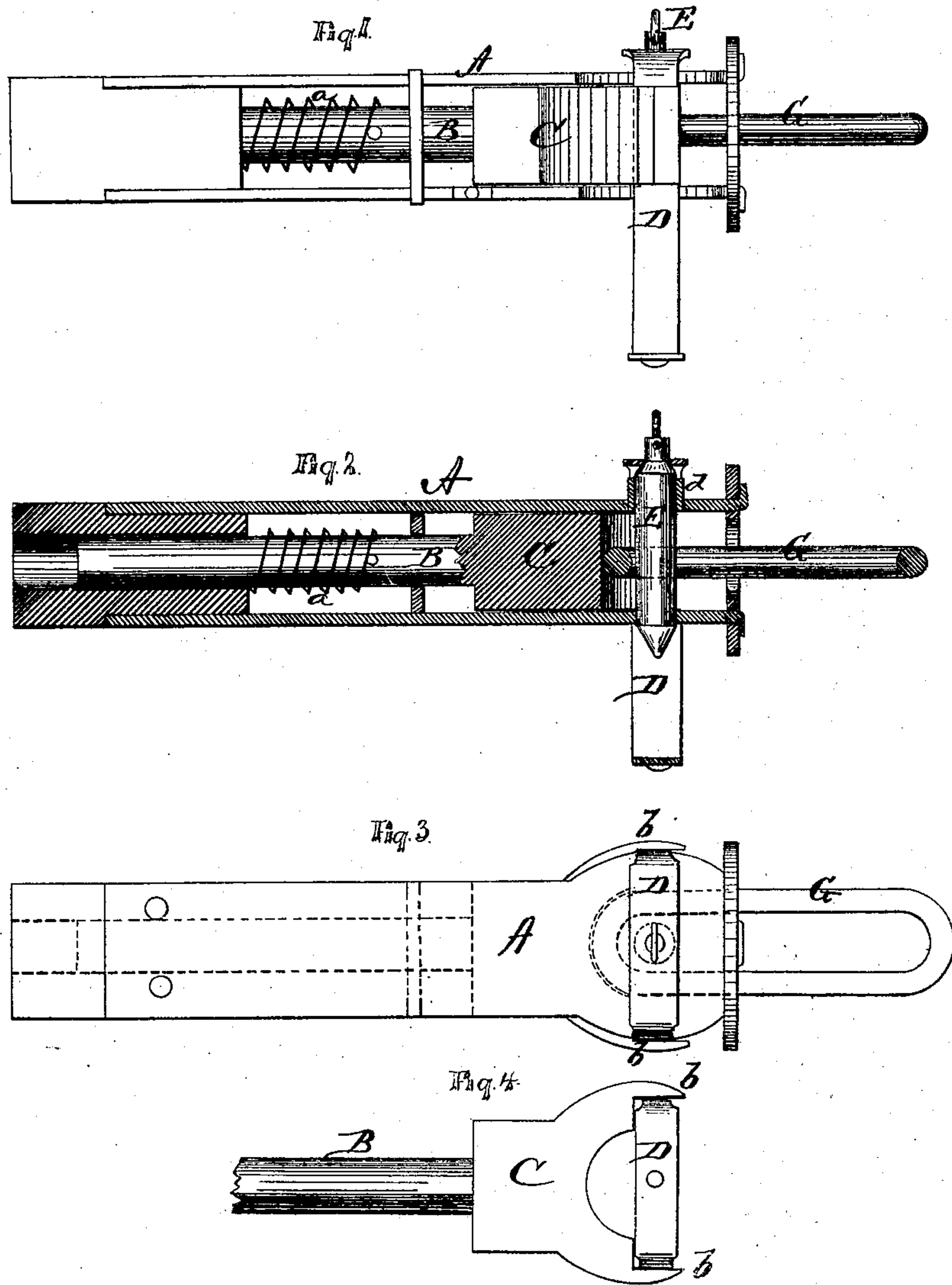


GEORGE W. PUTNAM.

Improvement in Car-Couplings.

No. 127,644.

Patented June 4, 1872.



Witnesses:

James O. Hutchinson  
Chas. L. Ewert

Inventor

Geo. W. Putnam.  
per Alexander Mason  
Attorneys.

# UNITED STATES PATENT OFFICE.

GEORGE W. PUTNAM, OF MOREAU, NEW YORK.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 127,644, dated June 4, 1872.

*To all whom it may concern:*

Be it known that I, GEORGE W. PUTNAM, of Moreau, in the county of Saratoga and in State of New York, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a "car-coupling," as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side view; Fig. 2, a longitudinal vertical section; and Fig. 3, a plan view of my car-coupling. Fig. 4 is a plan view of the bolt operating within the draw-head.

A represents the draw-bar of a railroad car constructed in any of the known and usual ways, and having a bolt, B, sliding lengthwise within the same. This bolt is provided with a surrounding spiral spring, *a*, for throwing it outward or forward; and at its front end the bolt is provided with a head, C, which is constructed, as shown in Fig. 4, with lips or jaws *b b*. These lips or jaws project on the outside of the draw-head A, and point toward the front end of the same, as shown in Fig. 3. D represents a square frame, having the coupling-pin E attached in the center of the top bar, the side bars of said frame passing down in notches on the sides of the draw-bar and im-

mediately inside of the jaws or lips *b b*, so that the same will bear on the sides of the frame.

The inner sides of the lips or jaws *b b* being slightly inclined outward, as shown in Fig. 4, they will, when the frame D is raised, grasp the same and hold it in this position. The size of the frame D and pin E will just be such that, when the frame is thus raised, the lower end of the pin will be in the opening for the same in the draw-head. When the link is inserted in the draw-head it strikes the bolt-head C, pressing it back so that the lips or jaws *b b* will release the frame D, and the frame and pin fall down of their own weight, coupling the cars.

A cup or short tube, *d*, may be attached on the upper side of the draw-head, through which the coupling-pin E passes; and a lever may be used to raise the pin for uncoupling, in which case the frame D may be dispensed with and the pin rest on the head of the bolt, and held in place by the cup or short tube *d*.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the draw-bar A, bolt B with spring *a*, head C, lips *b b*, frame D, and pin E, all constructed and arranged substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 25th day of January, 1872.

GEO. W. PUTNAM.

Witnesses:

S. MOTT SWEET,  
A. N. MARR.