

G. W. PUTNAM.  
Car-Couplings.

No. 143,716.

Patented Oct. 14, 1873.

Fig. 1.

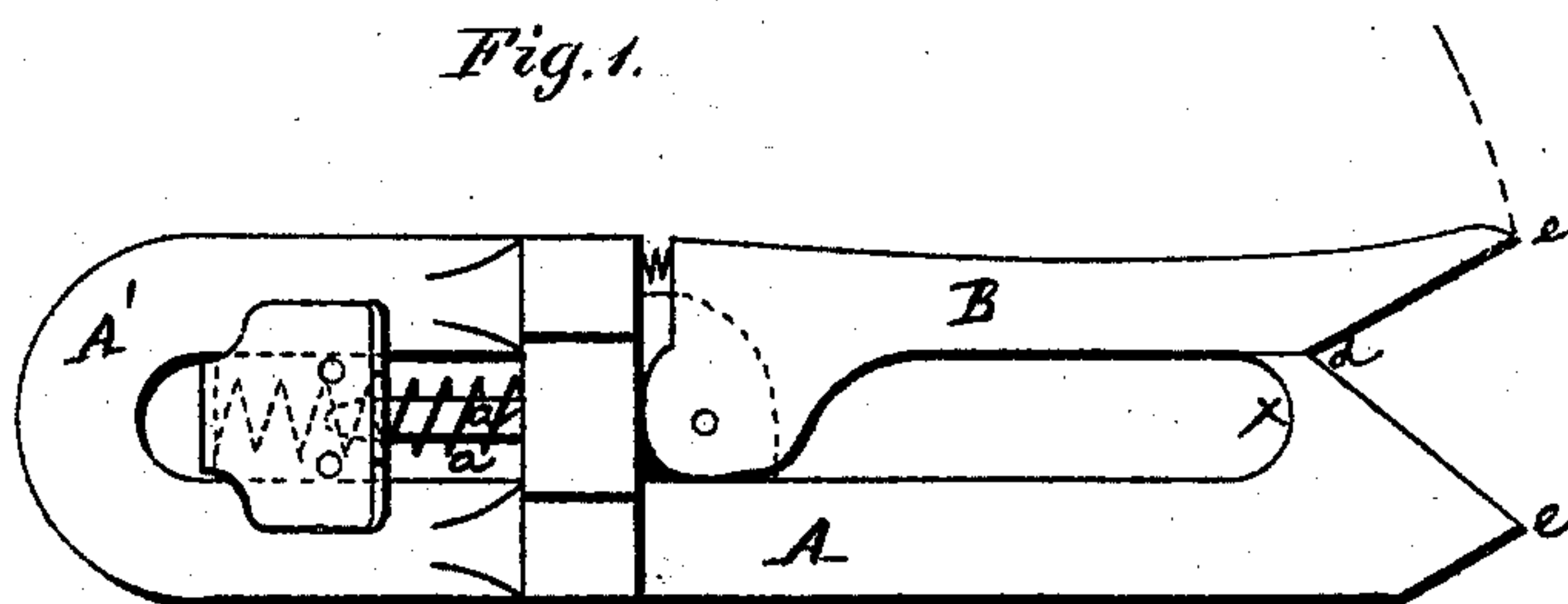
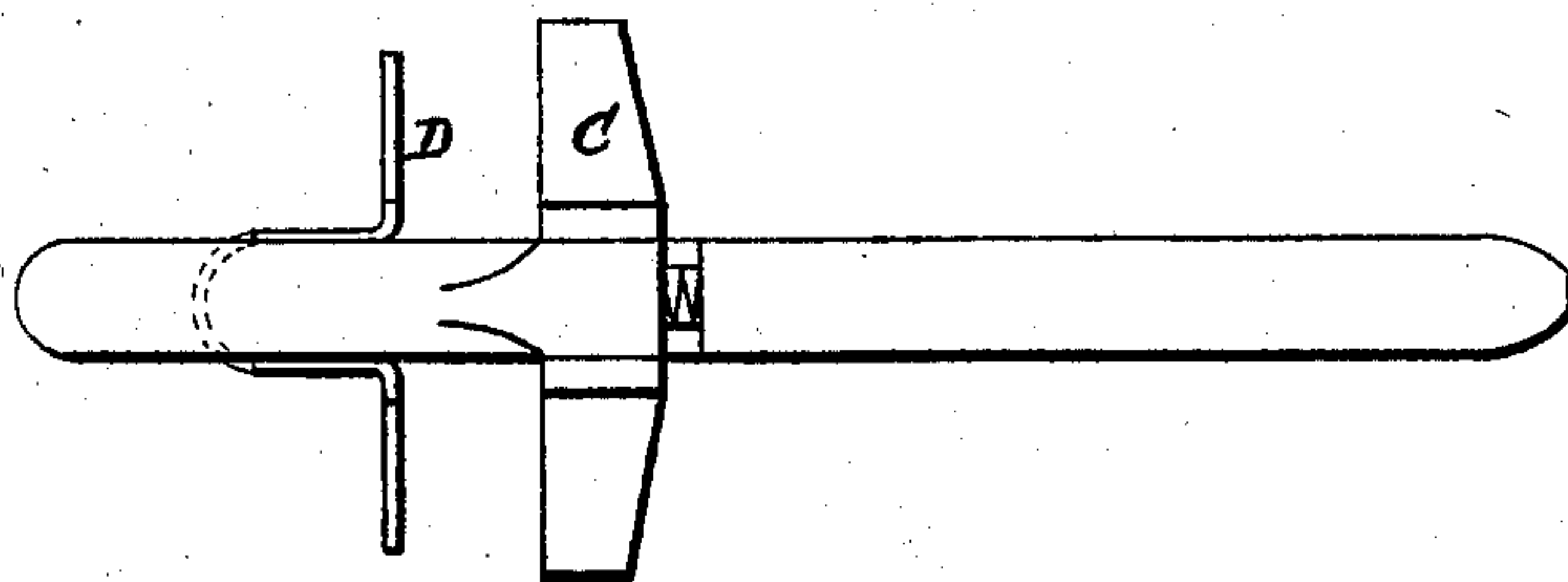


Fig. 2.



Witnesses:

Henry N. Miller  
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# UNITED STATES PATENT OFFICE.

GEORGE W. PUTNAM, OF SOUTH GLEN'S FALLS, NEW YORK.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **143,716**, dated October 14, 1873; application filed June 26, 1873.

*To all whom it may concern:*

Be it known that I, GEORGE W. PUTNAM, of South Glen's Falls, in the county of Saratoga and in the State of New York, have invented certain new and useful Improvements in Link for Coupling Cars; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the peculiar construction of a link for railroad-cars, which will be self-coupling, as will be hereinafter described.

In the annexed drawings, Figure 1 represents a plan view of link. Fig. 2 represents a side view.

In the drawings, A represents a metallic bar with a link, A', formed at one end of it. Between the sides of the link is placed a curved metallic plate, as represented in Fig. 2, the ends of the plate projecting beyond the sides of the link, as seen. A coiled-wire spring, which surrounds a rod, *a*, presses the plate outward. This spring yields in the concussion of coupling, and assists in breaking the jar. One end of the bar A has a half-round hook, as seen at *x*, which acts as a draft-hook at that end. Hinged to the bar A is a spring-keeper, B. This keeper has its outer end pressed against the point of hook on bar A, and keeps the pin from release after once being caught.

The bars A and B separate in V shape at their ends, as seen from *d* to *e e*, so that the pin may readily be received between them when in the act of coupling.

The operation of this link is very simple, as that portion of the bar on which the loop is formed is first connected to a car by the ordinary pin, the V-shaped end projecting out toward the car to be coupled. The pin of the car to be coupled is dropped in place, and as the cars come together the pin strikes in the V-shaped opening between the pins, and is thus carried, as directed, between them, and, of necessity, caught by the hook at *x*.

C is a center bumper.

This link is simple and inexpensive, and will obviate the necessity of changing the draw-heads, and having self-coupling machinery attached to the cars.

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

The bar A, having a loop and spring plate at one end and a hook, *x*, and bar B at the other, all combined and arranged as and for the purpose herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 7th day of June, 1873.

GEO. W. PUTNAM.

Witnesses:

JAMES KIMPLAND,  
A. N. MARR.