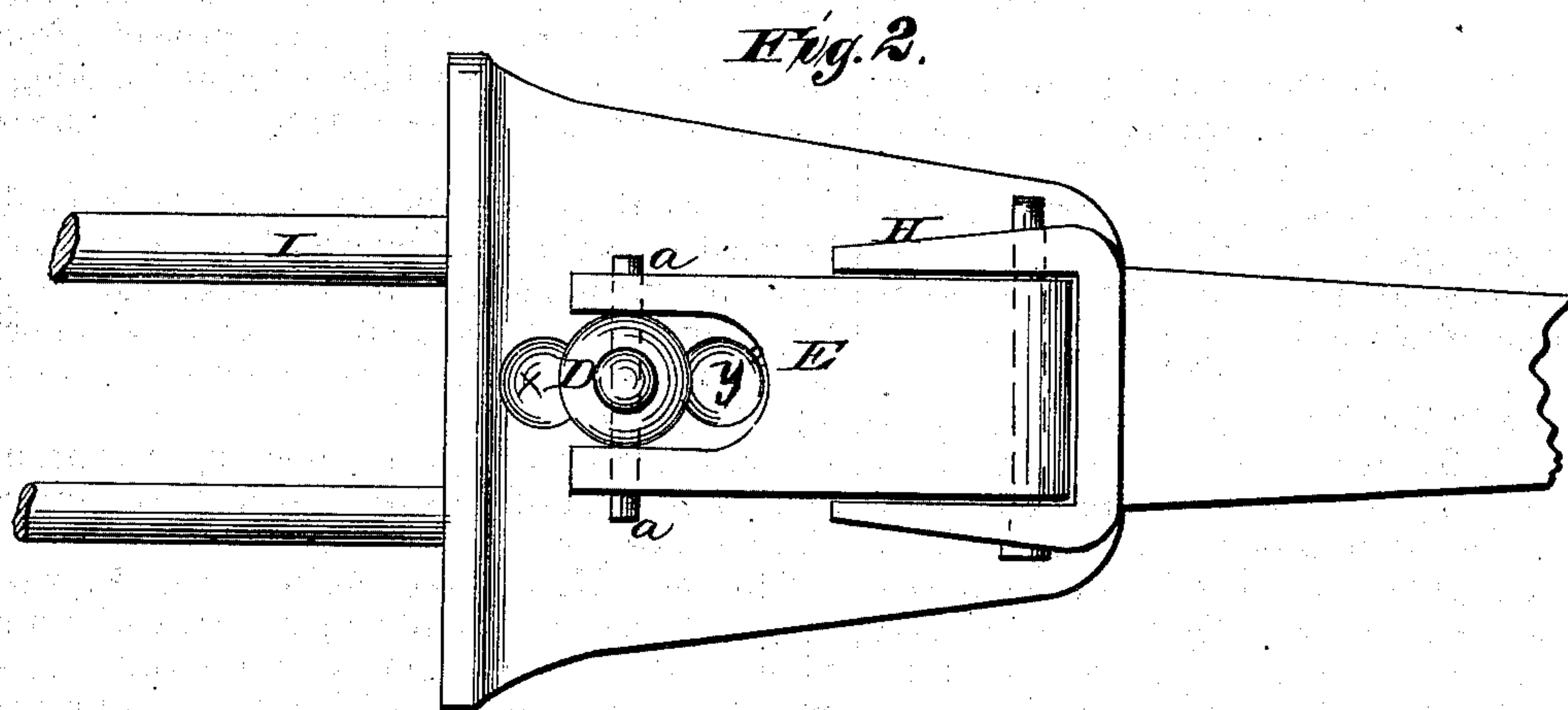
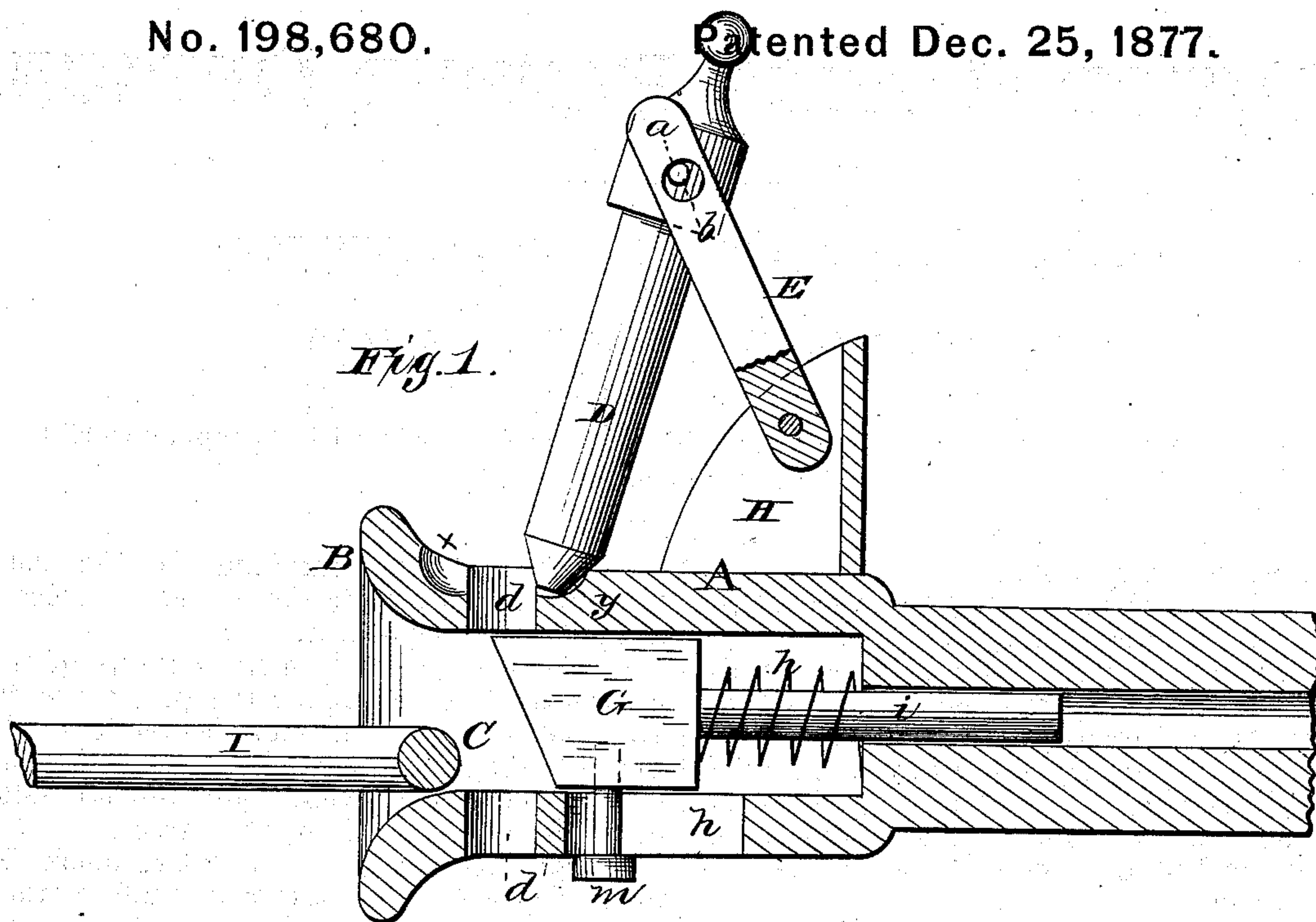


G. W. PUTNAM.
Car-Coupling.

No. 198,680.

Patented Dec. 25, 1877.



WITNESSES

Francis L. Curand
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INVENTOR

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UNITED STATES PATENT OFFICE.

GEORGE W. PUTNAM, OF GLENS FALLS, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **198,680**, dated December 25, 1877; application filed November 17, 1877.

To all whom it may concern:

Be it known that I, GEORGE W. PUTNAM, of Glens Falls, in the county of Warren and in the State of New York, have invented certain new and useful Improvements in Car-Couplings; 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 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 longitudinal vertical section of my car-coupling, and Fig. 2 is a plan view of the same.

A represents the draw-head, with the usual flaring mouth B and interior chamber C. D is the coupling-pin, provided near its upper end with projecting journals or trunnions *aa*, which are inserted in enlarged holes *b b* formed in the jaws of a forked arm, E. This arm is pivoted in a sort of three-sided box, H, formed on or attached to the top of the draw-head.

The arm E prevents the pin from becoming lost at any time, and also aids the pin in going down through the head in coupling the cars.

d is the hole in the top of the draw-head for the passage of the pin D, and *d'* is the corresponding hole in the bottom of the draw-head. This latter hole *d'* is made elongated sufficiently for the end of the coupling-pin to pass into the same as it comes down on a curve by reason of the arm E. This curve is, how-

ever, reduced to the minimum by the trunnions *a* being placed in the elongated holes *b* in the fork of the arm E.

In front of the hole *d* in the top of the draw-head is a step, *x*, for the pin to rest in after uncoupling. When it is desired to couple the cars the pin is placed in a step, *y*, in rear of the hole *d*, from which step the pin falls down through the hole by the jarring.

Within the chamber C is a sliding block, G, pressed forward by means of a spiral or other spring, *h*. When this spring is spiral, as shown, it is made to surround a guide-pin, *i*, projecting rearward from the block. In addition to this a headed pin, *m*, projects from the under side of the block through a longitudinal slot, *n*, in the bottom of the draw-head.

The front of the sliding block G is made beveled from the top downward and rearward, so as to overhang the inner end of the coupling-link I, and thus hold the same in a horizontal position for easy entry into the opposite draw-head.

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

The box H, pivoted forked arm E, with slots *b* in its jaws, and the pin D, with trunnions *a a*, in combination with the draw-head A, having pin-hole *d*, with steps *x y* formed in front and rear at the top of said pin-hole, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 22d day of October, 1877.

GEORGE W. PUTNAM.

Witnesses:

HENRY PHILO,
A. H. KNOX.