G. W. PUTNAM.

Improvement in Links for Coupling Railroad-Cars.

No. 131,905. Patented Oct. 1, 1872.

Fig 1

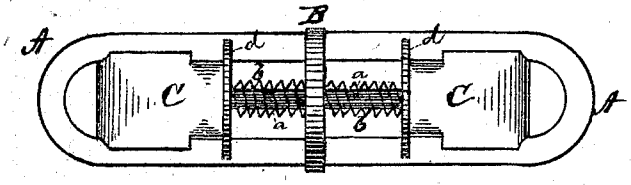
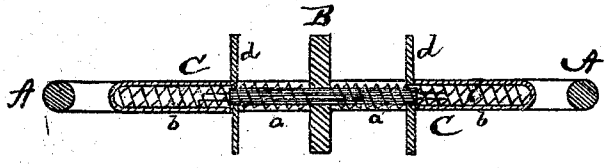


Fig 2



Witnesses:
Frank L. Durand.
C. L. Ewert.

Inventor.
Geo. W. Putnam
per Munn & Mason
Attorneys.

AM. PHOTO-LITHOGRAPHIC CO. N.Y. (OSBORNE'S PROCESS.)

UNITED STATES PATENT OFFICE.

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

IMPROVEMENT IN LINKS FOR COUPLING RAILROAD-CARS.

Specification forming part of Letters Patent No. **131,905**, dated October 1, 1872.

To all whom it may concern:

Be it known that I, G. W. PUTNAM, of South Glens Falls, in the county of Saratoga and in the State of New York, have invented certain new and useful Improvements in Link for Coupling Railroad-Cars; 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 "coupling-link for railroad-cars," 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 plan view, and Fig. 2 a longitudinal vertical section of my improved coupling-link.

A represents the common link for coupling railroad-cars. In the center of this link is a bar or plate, B, extending across the link and a suitable distance above and below the same. Through the center of this bar or plate B passes a rod, *a*, extending on both sides toward the ends of the link. Around each end of the rod *a* is a spring, *b*, which passes into a slide, C, and this slide has on its inner end a projecting-flange, *d*, corresponding with the central plate B. When this link is inserted in the mortise or mouth of the drawhead, the flange *d* strikes against the face of the drawbar, so that the slide will move toward the center plate B and allow the pin to drop between the slide and the end of the link. The spring *b* then forces the slide forward against the pin, and the flange rests on the face of the drawbar and holds the link in a position to enter the other bar. The plate B in the center of the link acts as a bearing for the springs *a a*, at each side, to press against and at the same time forms a handle for the link. By this construction of link the pins which couple the cars are effectually clamped in position and the link held in a horizontal position. The center plate B, with its rod, springs, and slides, may be attached to any of the ordinary links now in use.

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

The combination of the center plate or bar B, rod *a*, springs *b b*, and slides C C, with flanges *d d*, all constructed as described, and arranged in a coupling-link, A, 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 July, 1872.

GEO. W. PUTNAM.

Witnesses:
C. L. EVERT,
S. MOTT SWEET.