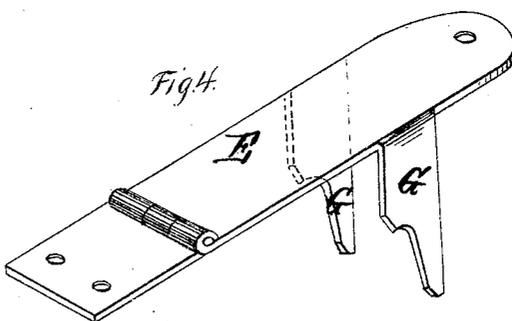
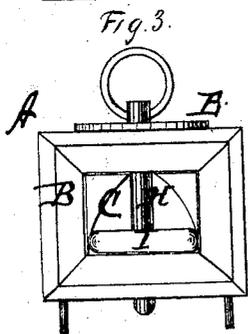
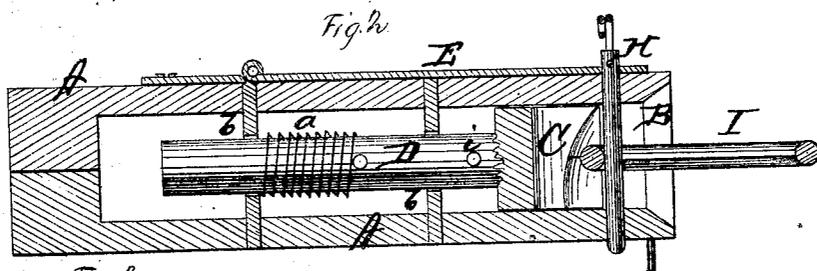
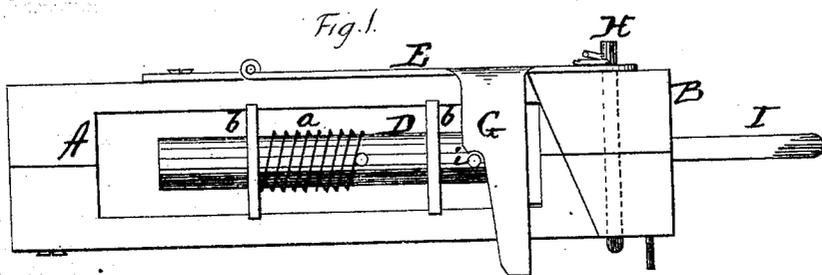


GEORGE W. PUTNAM.

Improvement in Car Coupling.

No. 121,660.

Patented Dec. 5, 1871.



Witnesses:

*Geo. O. Hutchingson*  
*C. L. Covert*

Inventor

*Geo. W. Putnam*  
*per Alexander Murray*

Attorneys.

# UNITED STATES PATENT OFFICE.

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

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 121,660, dated December 5, 1871.

*To all whom it may concern:*

Be it known that I, GEORGE 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 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 front view of my improved draw-head and coupling. Fig. 4 is a perspective view of a strap or plate hinged on top of the draw-head.

A represents the draw-head, provided with a flaring mouth, B, so that the coupling-link will be guided directly toward the center. In the draw-head A is a sliding block, C, provided with a rod or arm, D, around which is a spring, *a*, to throw the slide forward, the rod or arm passing through guides *b b*, as shown. On top of the draw-head A is hinged a plate or strap, E, which is provided with side arms G G, that drop on each side of the draw-head. The rear edges of these arms G G are inclined, as shown in Fig. 1.

To the front end of the strap E is attached the coupling-pin H, which passes through the draw-head to couple or engage with the link I. When the link I is withdrawn a pin, *i*, passing through the rod D, bears against the inclined edges of the side arms G G, raising the plate or strap E with the coupling-pin, so that whenever it is desired to couple the cars the pin will be out of the way. Thus the pin is held up without resting upon the slide, and when the coupling-link enters the draw-head and pushes the slide back the plate and pin will fall down, coupling the cars.

To uncouple the cars the pin is raised by any suitable means.

My improvements can readily be attached to the draw-heads now in use.

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

1. The combination of the slide C D with pin *i*, hinged plate E, side arms G G, and pin H, all substantially as and for the purposes herein set forth.

2. The combination of the draw-head A with flaring mouth B, slide C D, spring *a*, guides *b b*, pin *i*, plate E, side arms G G, and pin H, 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 11th day of September, 1871.

Witnesses: GEO. W. PUTNAM.

C. L. EVERT,  
S. MOTT SWEET.

(122)