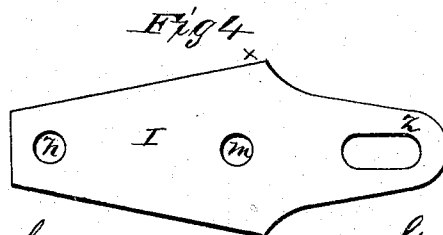
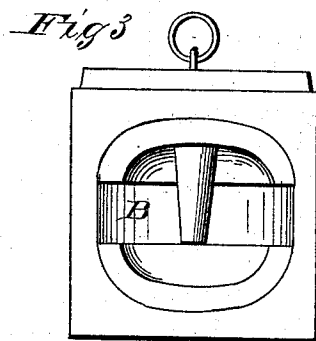
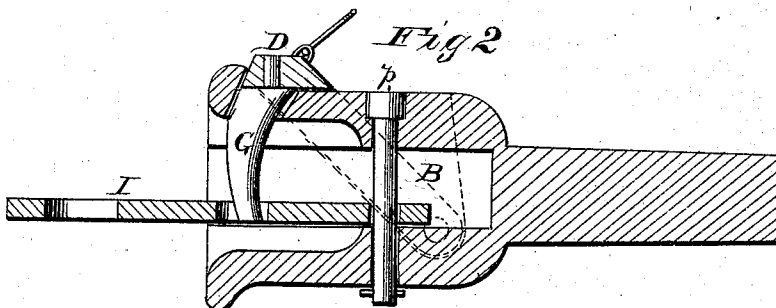
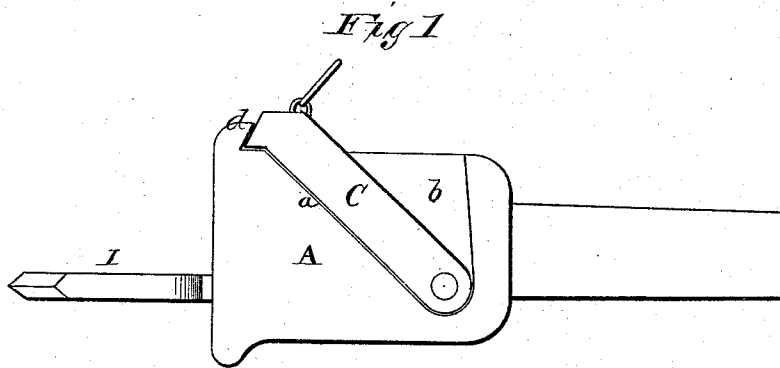


G. W. PUTNAM.
CAR-COUPLING.

No. 182,707.

Patented Sept. 26, 1876.



WITNESSES
Frank L. Carrand
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Attorneys

UNITED STATES PATENT OFFICE.

GEORGE W. PUTNAM, OF GLENS FALLS, N. Y., ASSIGNOR OF PART OF HIS
RIGHT TO D. W. SHERMAN AND SAMUEL P. BROWER, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **182,707**, dated September 26, 1876; application filed
June 13, 1876.

To all whom it may concern:

Be it known that I, GEO. 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 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 elevation of my invention. Fig. 2 is a longitudinal section of the same. Fig. 3 is a front view of the draw-head. Fig. 4 is a plan view of the coupling-link.

A represents the draw-head, having an interior chamber, B, the center of which is tapering horizontally from the outside inward. Above and below this tapering central part the chamber is made oval or rounding. In each side of the draw-head is made a recess, *b*, in the lower portion of which is pivoted the lower end of an arm, C, and the upper ends of the arms connected by a cross-bar, D, over the top of the draw-head. These arms and cross-bar may all be made in one piece. From the center of the bar D projects a hook-shaped pin, G, which passes down into the chamber B through a hole in the top of the draw-head. When in this position the arms C rest against the shoulders *a* of the recesses *b*, and the beveled front edge of the cross-bar D fits under and against a shoulder, *d*, on top at the front of the draw-head.

The coupling-link consists of a flat plate, I, made tapering from the center at *x* toward one end, *y*, and at the other end forms a link, *z*, with elongated hole. In the center of the plate is a hole, *m*, and in the end *y* is a hole, *n*. The end *y* of the plate is inserted in the tapering chamber B, and held there by a bolt or pin, *p*, passing through the draw-head and through the hole *n* in the plate.

In coupling two cars, the link-end *z* of the plate enters the opposite draw-head, and, striking the convex front of the hook shaped pin G, raises the same upward and backward until it has passed far enough inward for the pin to drop into the hole in the link at *z*, the point of the hook entering the hole *m* in the plate underneath. It will be seen that it is only the top plate that couples. It can be uncoupled either from the top or side by attaching suitable connections to the cross-bar 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-head A, having exterior recesses *b b*, forming inclined shoulders *a a* and top shoulder *d*, the arms C C, pivoted in the recesses, and connected by the cross-bar D, provided with the hook-shaped pin G, and the tapering coupling-plate I, permanently attached to the draw-head by the pin *p*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 15th day of May, 1876.

GEO. W. PUTNAM.

Witnesses:

C. L. EVERT,
FRED. E. RANGER.