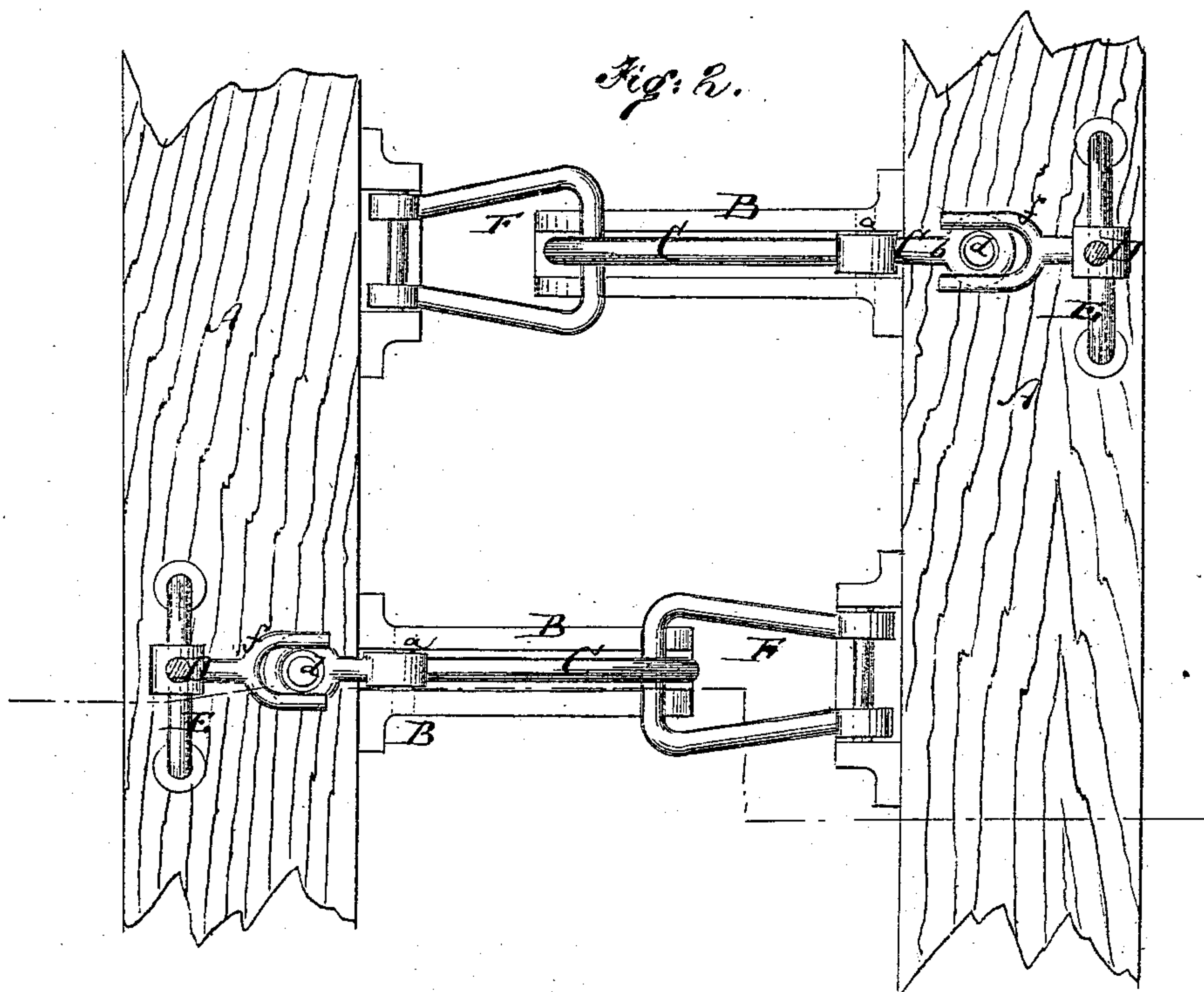
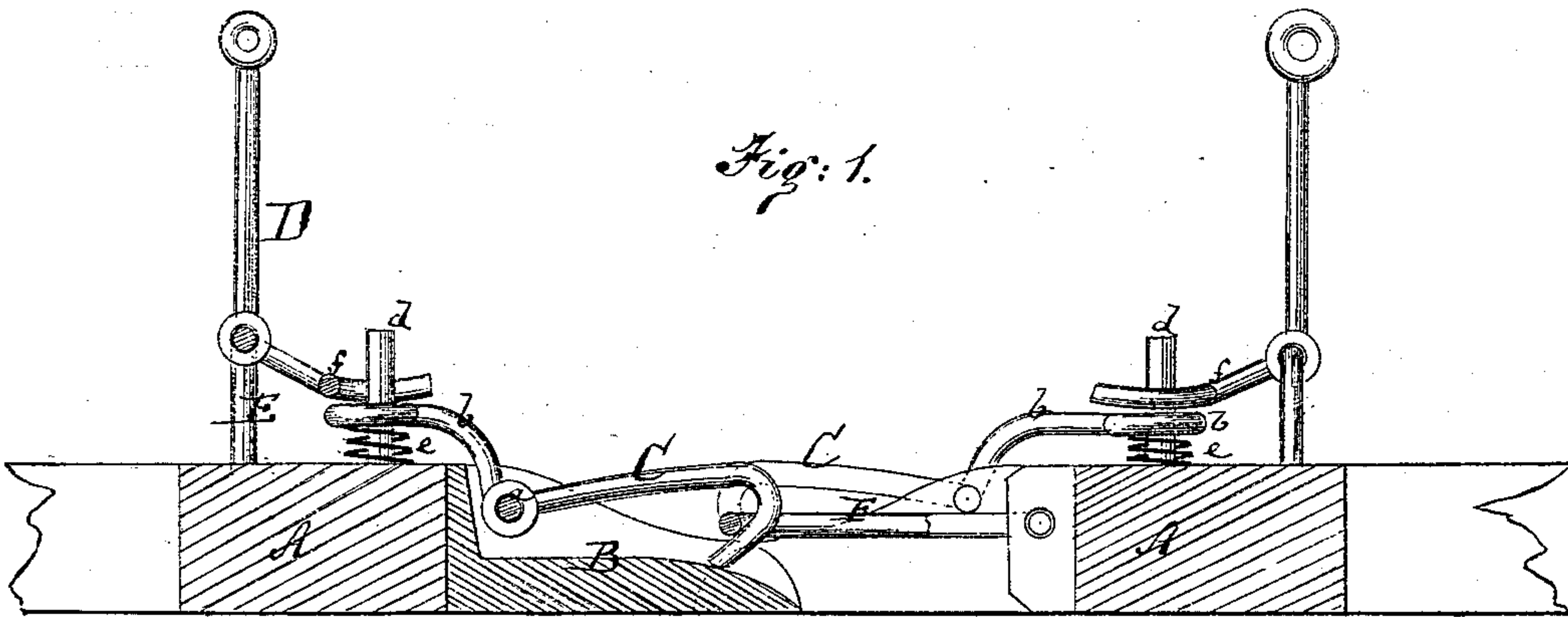


GEORGE W. LOYD.

Improvement in Car-Coupling.

No. 125,967.

Patented April 23, 1872.



Witnesses:

*Chas. Nida.*  
*Geo. W. Mabey*

Inventor:

*G. W. Loyd*

PER

*Munn & Co.*  
Attorneys.

# UNITED STATES PATENT OFFICE.

GEORGE W. LOYD, OF MARKLEYSBURG, PENNSYLVANIA, ASSIGNOR OF ONE-FOURTH HIS RIGHT TO F. M. ARNETT, OF SAME PLACE, AND ONE-TWELFTH HIS RIGHT TO JOSEPH RECKNOR AND NORMAN RECKNOR.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 125,967, dated April 23, 1872.

Specification describing a new and Improved Car-Coupling, invented by GEORGE W. LOYD, of Markleysburg, in the county of Fayette and State of Pennsylvania.

Figure 1 represents a sectional side view of my improved car-coupling. Fig. 2 is a plan or top view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new car-coupling of very simple arrangement, in which the system of detachable or removable coupling-pins is dispensed with, and swinging hooks are substituted in their place. The entire mechanism is extremely simple, not likely to get out of order, self-coupling, and substantial, and for these and other reasons better adapted to railroad cars than the ordinary couplings in common use. The invention consists in the new arrangement of coupling-hook and its combination with a vibrating coupling-link and with an uncoupling-lever, all as hereinafter more fully described.

A in the drawing represents the front beam or timber of a railroad car or platform. To its face is secured a projecting block, B, grooved on top to receive the coupling-hook C that is, by a pin, *a*, pivoted thereto, as shown. From the hook projects back of the pivot *a* a shank, *b*, with an eye at the end fitting over a vertical post, *d*, that projects from the beam A. A spring, *e*, under the shank *b*, serves to hold the hook down in the coupled position. D is a lever pivoted to a frame, E, that projects

from the beam A, and provided with a fork, *f*, that straddles the post *d* above the eye of the shank *b*. When the lever is swung to press the fork *f* upon the shank *b* the hook C will be elevated for uncoupling. The lever D may be connected with suitable extension levers or rods to be worked from any suitable part of the car, and may also be provided with or arranged near a catch, whereby it can be locked in either position. F is the coupling-link, pivoted or hinged to the beam A of the opposite car. It has a pendent arm which will prevent it from dropping below the requisite level. When two cars meet the link F of one enters under the hook C of the other, and thereby automatically connects the cars, the spring *e* holding the hook down.

Uncoupling can at any time be effected by means of the lever D.

Each car may at each end have one coupling-hook and one link, as indicated in Fig. 2, to insure the certainty of connection.

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

The car-coupling, composed of the grooved plate B, hook C, shank *b*, spring *e*, lever D, and link F, all combined to operate substantially as herein shown and described.

GEO. W. LOYD.

Witnesses:

F. M. ARNETT,  
JOHN MARKLEY.