

R. LLOYD.
Car-Couplings.

No. 143,828.

Patented Oct. 21, 1873.

Fig. 1

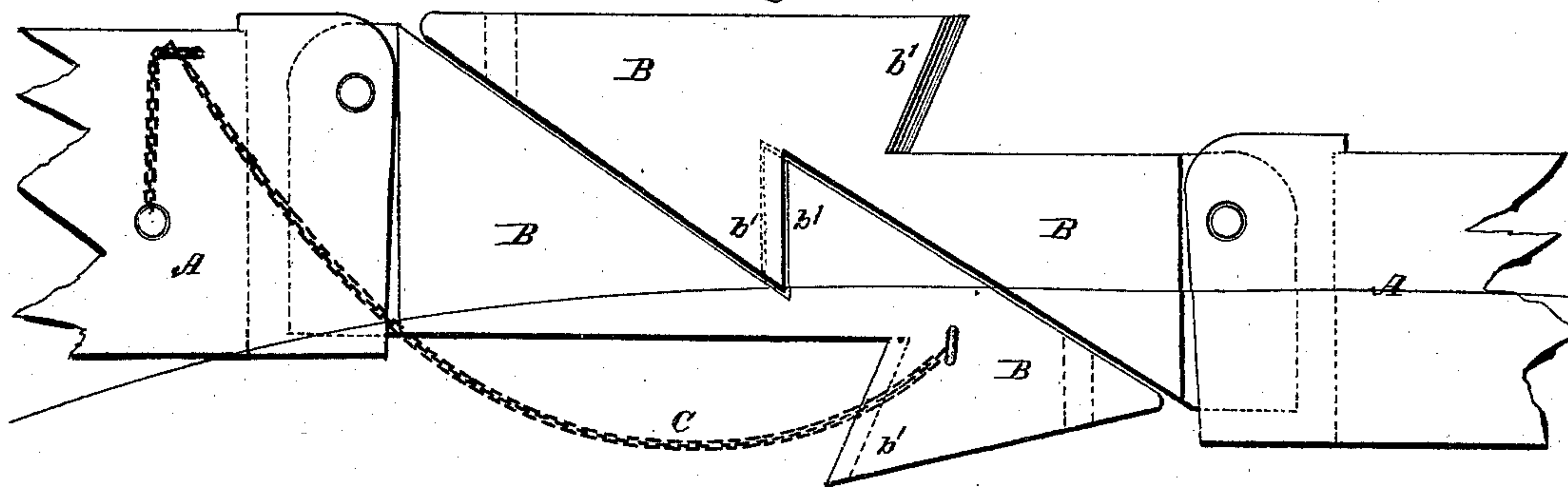


Fig. 2.

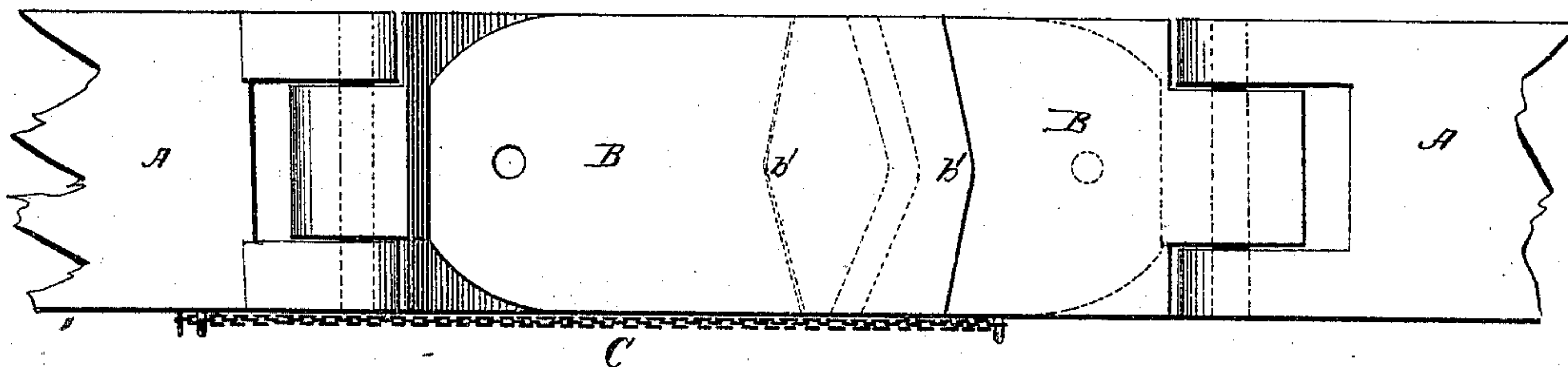
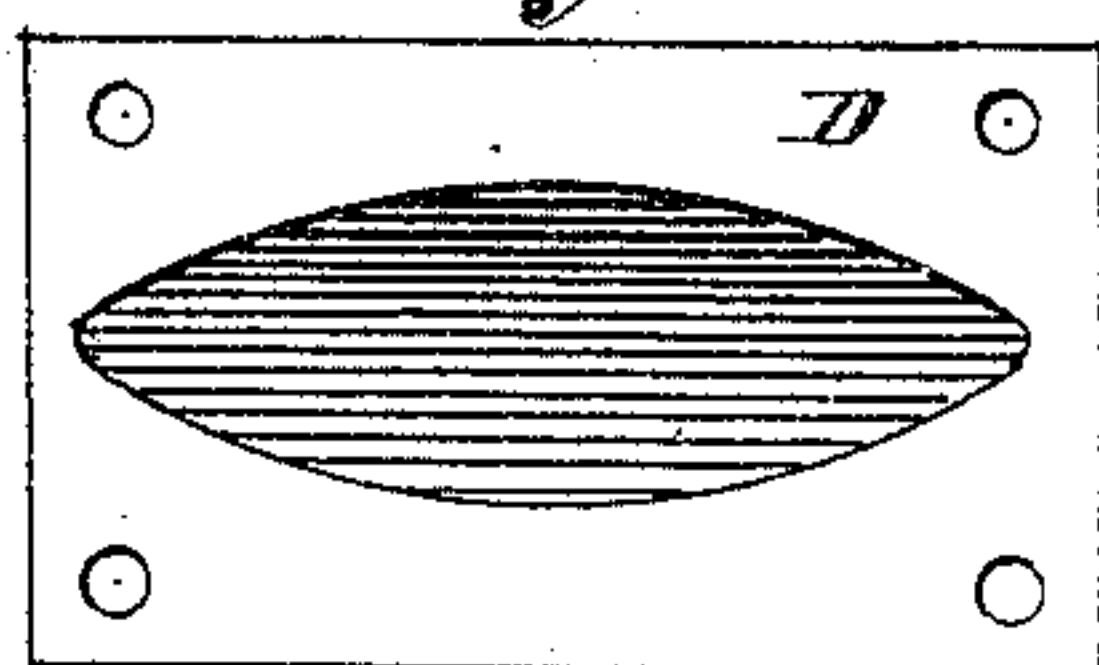


Fig. 3.



Witnesses:

J. McAnally
Alex F. Roberts

Inventor:

R. Lloyd
Per *Wm. H. [Signature]*
Attorneys.

UNITED STATES PATENT OFFICE.

RICHARD LLOYD, OF CLEVELAND, OHIO.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **143,828**, dated October 21, 1873; application filed July 5, 1873.

To all whom it may concern:

Be it known that I, RICHARD LLOYD, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

Figure 1 is a side view of my improved coupling. Fig. 2 is a top view of the same. Fig. 3 represents a plate for receiving the point of the opposite coupling-bar.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved car-coupling, which shall be simple in construction, and safe, reliable, and convenient in use, being so constructed as to couple automatically as the cars are run together, and which may be uncoupled from the platform or top of the car, as may be required. The invention consists in the coupling-bars, provided with V-shaped and inclined or dovetailed shoulders upon their upper and lower sides, and at different distances from their points, and jointed to the ends of the draw-bars, as hereinafter fully described.

A represents the draw-bars of two adjacent cars, to the ends of which are jointed the ends of the coupling-bars B, which joints are so formed that the bars B cannot drop much below a horizontal position, but may be turned up for uncoupling the cars. Upon the upper and lower sides of each of the bars B are formed shoulders *b'*, which are made V-shaped and inclined or dovetailed, as shown in Figs. 1 and 2. The V shape of the shoulders *b'* prevents them from slipping from each other in passing around curves, and the dovetail of said shoulders prevents the bars B from jarring or jumping away from each other as the cars are

run together, or when the train is under way. The shoulders *b'* of each coupling-bar B are formed, the one in advance of the other, as shown in Fig. 1. The bars B are inclined upon their upper and lower sides, so that they may slide up upon each other, as the cars are run together and interlock with each other. In the forward parts of the bars B are formed holes to receive an ordinary coupling-pin, to enable a car provided with my improved coupling to be coupled with a car provided with an ordinary link-coupling. To the side of the forward parts of the bars B are attached chains C, which extend up to the platform or top of the car, so that the upper bar may be raised to uncouple the cars from the said platform or top, as may be desired or convenient.

By this construction cars of the same height and of different heights may be coupled as they are run together with the same convenience.

D is a plate, designed to be attached to the forward end of the cars, to receive the point of the opposite bar B, as the cars are run together.

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

The coupling-bars B, provided with V-shaped and inclined or dovetailed shoulders *b'* upon their upper and lower sides, and at different distances from the points of said bars, and jointed to the ends of the draw-bars A, substantially as herein shown and described.

RICHARD LLOYD.

Witnesses:

JAMES MCGRATH,
JAS. M. MURRAY.