

No. 695,619.

Patented Mar. 18, 1902.

S. C. MASON.  
CAR COUPLING.

(Application filed Nov. 16, 1901.)

(No Model.)

FIG. 1.

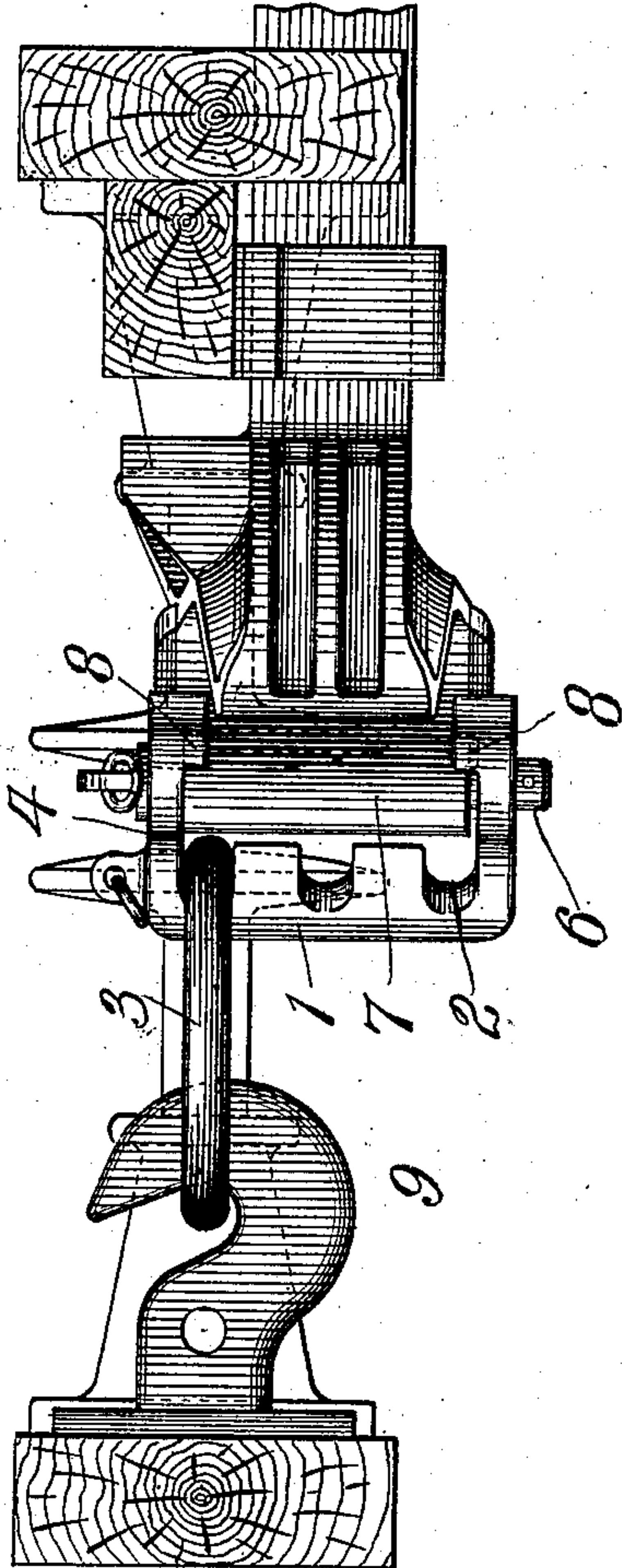


FIG. 2.

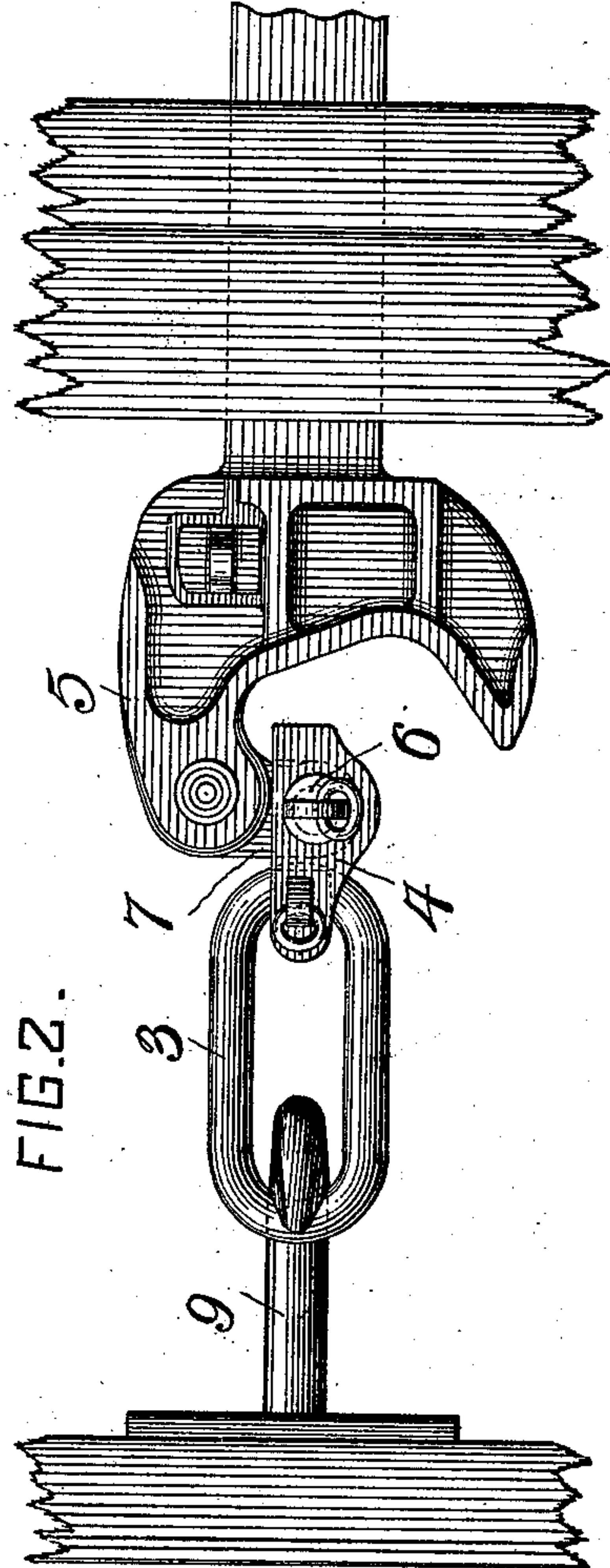
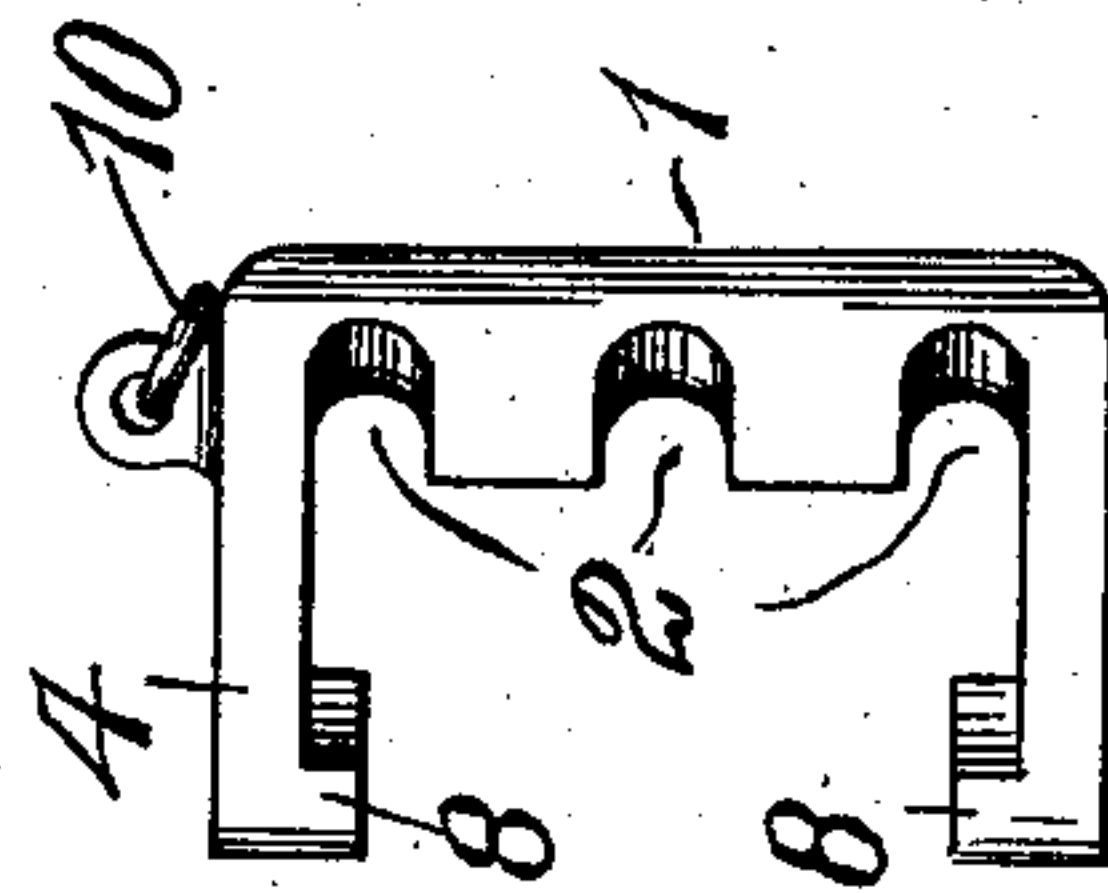


FIG. 3.



WITNESSES:  
*Herbert Bradley.*  
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INVENTOR  
*Stephen C. Mason*  
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# UNITED STATES PATENT OFFICE.

STEPHEN C. MASON, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO McCONWAY & TORLEY COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 695,619, dated March 18, 1902.

Application filed November 16, 1901. Serial No. 82,512. (No model.)

*To all whom it may concern:*

Be it known that I, STEPHEN C. MASON, a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented or discovered certain new and useful Improvements in Car-Couplers, of which improvements the following is a specification.

In substituting a coupler of the swinging-hook or Janney type for the hook-and-link coupler used in European countries on rolling-stock in use provision must be made for connecting together the two types or forms of coupling mechanism, and such connecting mechanism should be capable of connecting the two types of coupling mechanism when they vary in height.

The invention described herein relates to a construction of connecting mechanism capable of being quickly applied and removed and also capable of application to coupling mechanisms varying considerably in height.

The invention is hereinafter more fully described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a view, partly in section and partly in elevation, showing my improved connecting mechanism applied to the two styles of coupling mechanism. Fig. 2 is a plan view of the coupling and connecting mechanisms, and Fig. 3 is a detail view of the clevis.

In the practice of my invention the clevis has its bar 1 formed with a plurality of notches 2 for the reception of one end of the link 3. The length of this bar will be determined by the variation in height of the coupling mech-

anisms to be united. The arms 4 of the clevis are connected to the coupler 5 of the Janney or swinging-hook type by means of a pin 6, passing through the arms and an opening through the swinging hook or knuckle 7 or some part of the coupler. When attaching the clevis to the hook or knuckle, the arms 4 of the latter pass above and below the knuckle and are provided with lugs or flanges 8, projecting inwardly behind the knuckle and affording an auxiliary means for attaching the clevis to the knuckle. The plurality of notches in the bar 1 permits of changing the position of the link 3 as required by the respective heights of the coupler 5 and the hook 9 on the cars to be connected.

If desired, the clevis can be attached to the car-body by a chain 10, so as to be readily accessible when required.

I claim herein as my invention—

A means for connecting couplers differing in structure, having in combination a clevis, means for connecting the clevis to one coupler and a link adapted to engage with the other coupler, the clevis being provided with means for supporting one end of the link at different heights whereby the line of draft between adjacent cars can be maintained in or substantially in a horizontal plane, substantially as set forth.

In testimony whereof I have hereunto set hand.

STEPHEN C. MASON.

Witnesses:

DARWIN S. WOLCOTT,  
F. E. GAITHER.