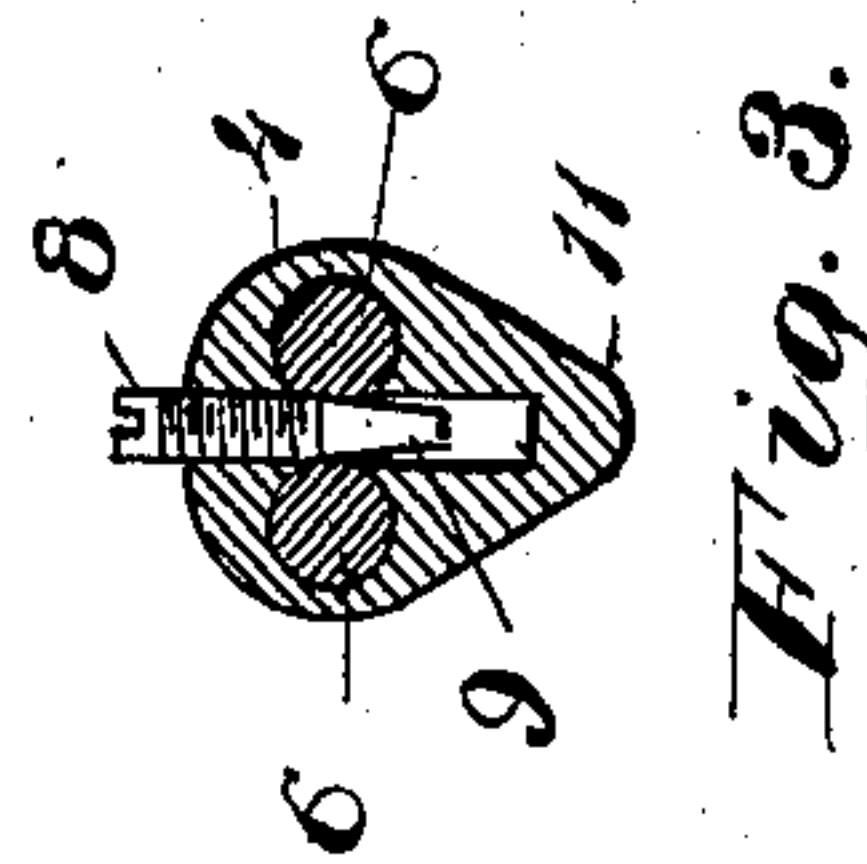
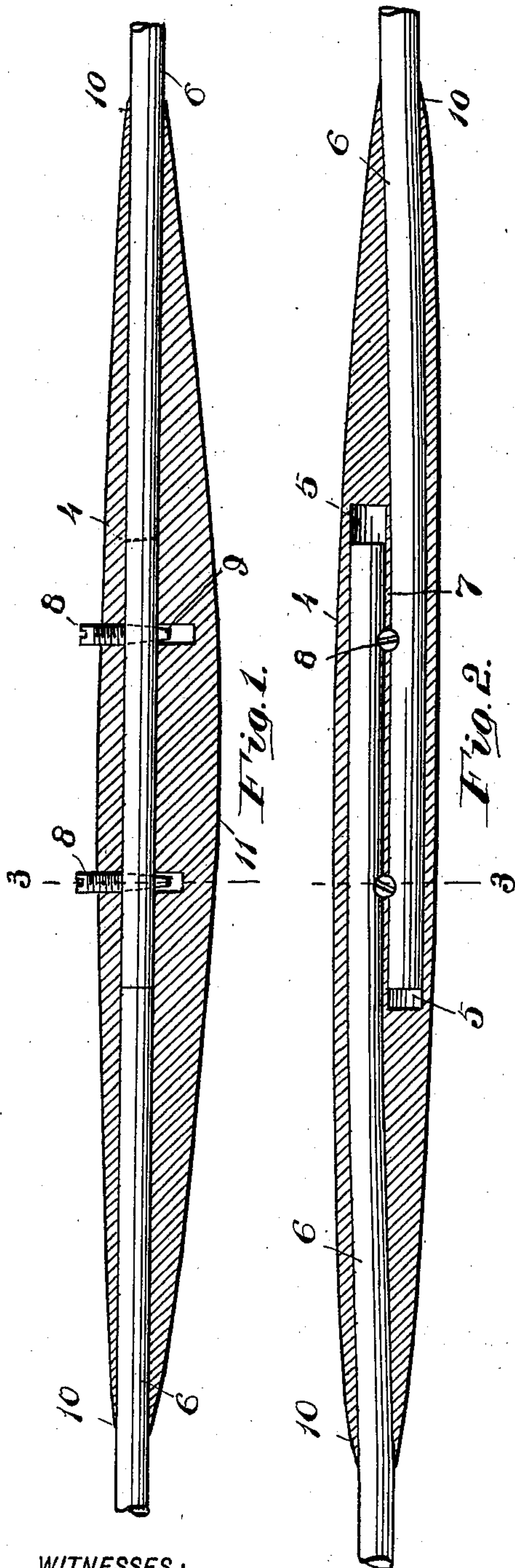


No. 698,155.

Patented Apr. 22, 1902.

R. THOMPSON.
COUPLING FOR WIRES.
(Application filed Feb. 1, 1902.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

ROLLAND THOMPSON, OF NEW YORK, N. Y., ASSIGNOR OF ONE-FOURTH
TO WESLEY G. THACHER, OF NEW YORK, N. Y.

COUPLING FOR WIRES.

SPECIFICATION forming part of Letters Patent No. 698,155, dated April 22, 1902.

Application filed February 1, 1902. Serial No. 92,171. (No model.)

To all whom it may concern:

Be it known that I, ROLLAND THOMPSON, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Couplings for Wires, of which the following is a specification.

The object of this invention is to provide a cheap, simple, and efficient coupling for trolley-wires or for other electrical purposes; and it comprises a coupler-bar which is adapted to receive the opposite ends of a wire in such a manner that they rest alongside each other, and one or more tapering screws are driven down between these lapped wires, thus binding them against the opposite sides of the coupler in such a manner as absolutely to prevent the withdrawal of the wires until the screws are withdrawn, as will now be set forth in detail.

In the drawings, Figure 1 is a vertical longitudinal section of my improved coupler. Fig. 2 is a horizontal longitudinal section of the coupler, and Fig. 3 a cross-section of coupler on lines 3 of Figs. 1 and 2.

Generally speaking, the coupler 4 may be of any desired length, so that it is best adapted to have two holes 5 through the same longitudinally, the holes being so located that when the ends of the wires 6 are inserted therein they will rest alongside and parallel with each other and slightly separated, as at 7, Fig. 2. When in this position, a steel screw 8 is driven down between them, the lower end of the steel screw being tapered, as at 9, so that it will force its way between the parallel

wires, and thus bind them against the opposite walls and hold the wires securely in place.

The coupler illustrated in the drawings has tapering ends, as at 10, and centrally on the lower side of the coupler is an enlargement 11, made in such a shape as to adapt it to receive readily the trolley-wheel. For general electrical purposes the tapering ends are not required, the essential feature being the insertion of one or more screws with tapering ends between the ends of the wires, thus assuring great strength and also offering intimate contact between the wires thus joined.

What I claim as new is—

1. A coupler for wires comprising a single coupling-bar, provided with a bore at each end extending inwardly approximately two-thirds the length of the coupler, said bores being parallel with each other and slightly separated to provide a wall, and one or more tapering set-screws between the lapped portions of the wires, as set forth.

2. The combination with wires, of a coupling-bar having therein holes at opposite ends, each of which extends into the bar slightly to one side of the axial line, and having a wall between them, and one or more tapering set-screws between the lapped ends of the wires passing through the separating-wall, as set forth.

Signed at New York, in the county of New York and State of New York, this 13th day of January, A. D. 1902.

ROLLAND THOMPSON.

Witnesses:

J. S. ZERBE,
SAML. L. WATSON.