

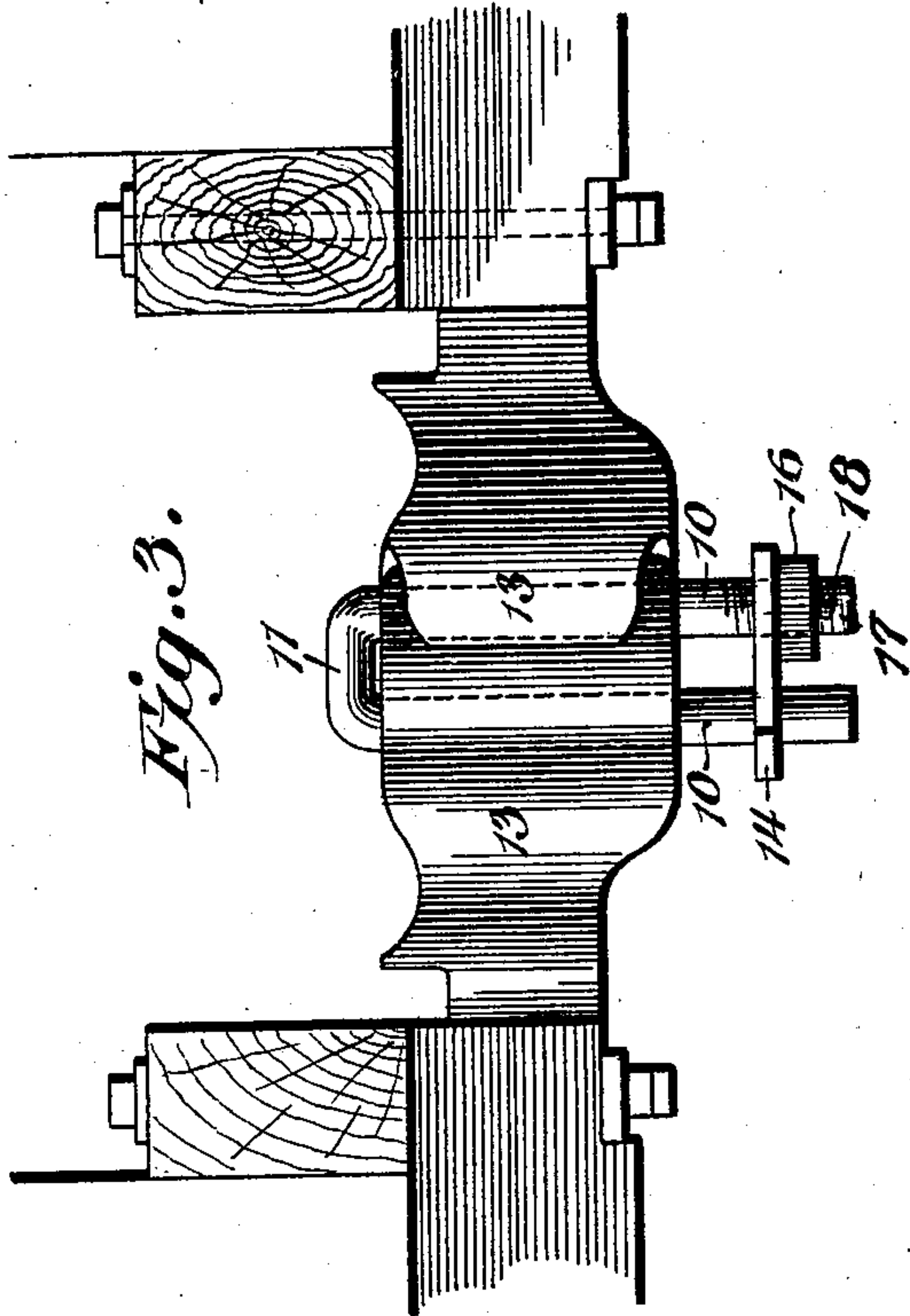
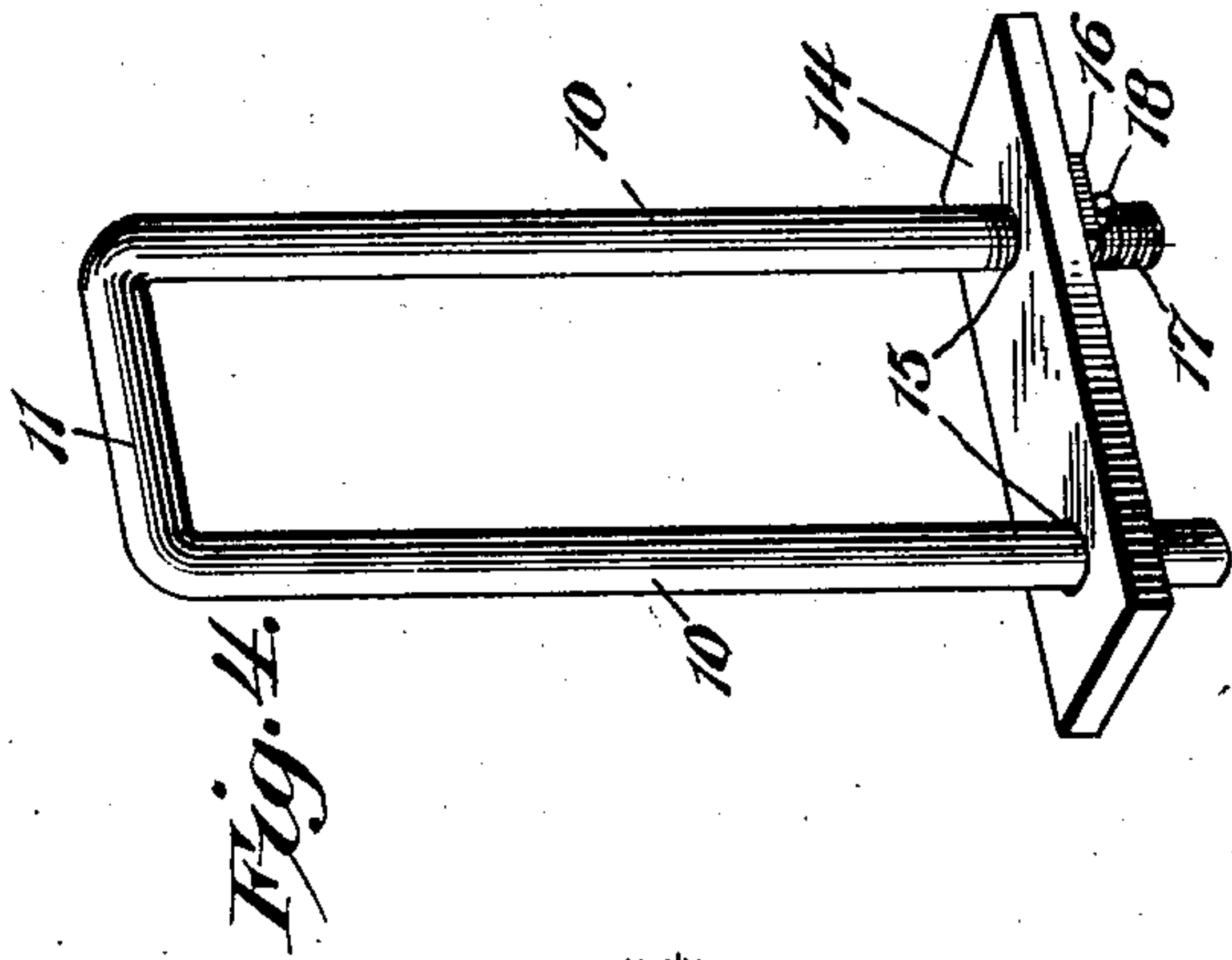
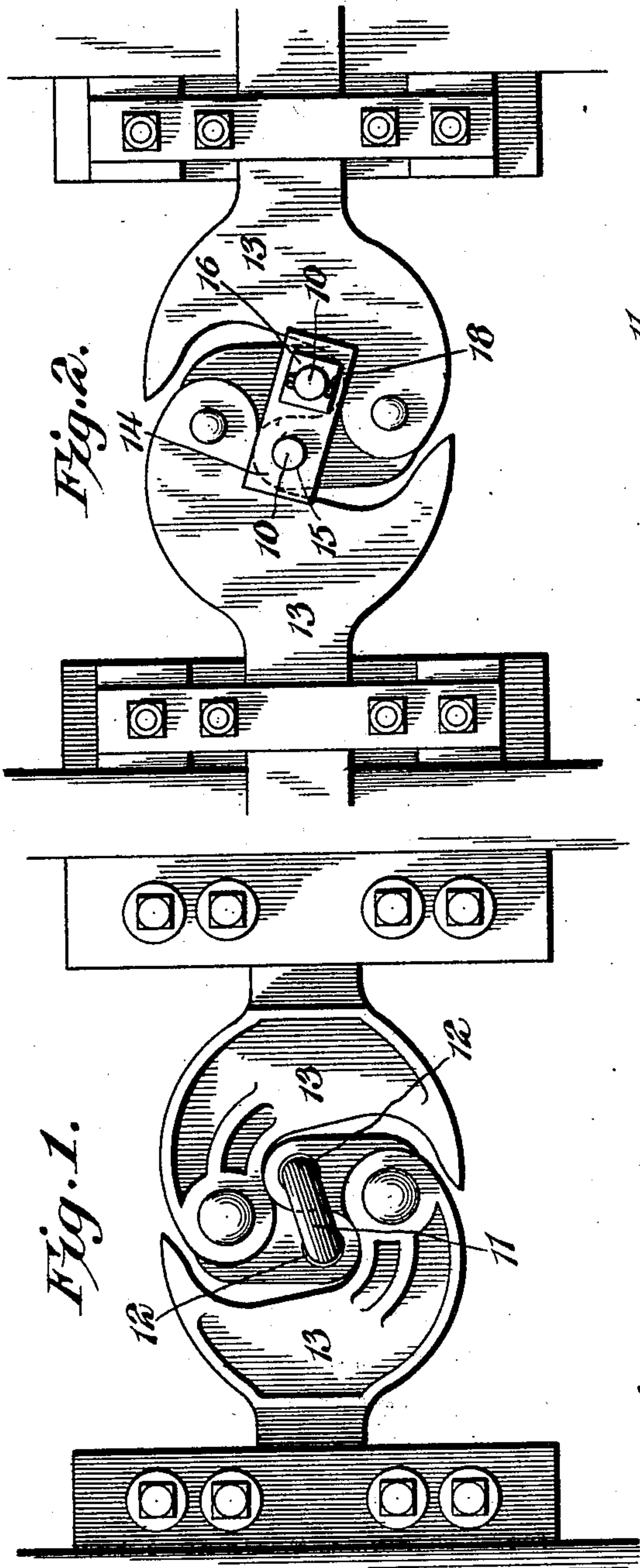
No. 722,798.

PATENTED MAR. 17, 1903.

T. P. BELLOWS.
CAR COUPLING.

APPLICATION FILED NOV. 8, 1902.

NO MODEL.



T. P. Bellows, Inventor.

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UNITED STATES PATENT OFFICE.

THEODORE P. BELLOWS, OF MEMPHIS, TENNESSEE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 722,798, dated March 17, 1903.

Application filed November 8, 1902. Serial No. 130,590. (No model.)

To all whom it may concern:

Be it known that I, THEODORE P. BELLOWS, a citizen of the United States, residing at Memphis, in the county of Shelby and State of Tennessee, have invented a new and useful Car-Coupler, of which the following is a specification.

The invention relates more particularly to means for coupling heads of the automatic or Janney type.

One object is to provide a structure that is much cheaper than the link-and-pin couplings ordinarily employed and will safely couple cars where one draw-head is lower than its mate, having proven particularly useful on cars employed in the construction of roads where there is usually great unevenness.

Another object is to provide a device that can be quickly applied or removed and can be used in coupling cars upon curves.

The preferred embodiment of the invention is shown in the accompanying drawings, wherein—

Figure 1 is a top plan view of coacting coupler-heads connected by the coupling device. Fig. 2 is a bottom plan view of the same. Fig. 3 is a side elevation, and Fig. 4 is a perspective view of the coupling device.

Similar numerals of reference denote corresponding parts in all the figures of the drawings.

The device illustrated in the drawings comprises a substantially U-shaped frame having spaced shanks 10, connected at their upper ends by a cross-bar 11, said shanks being spaced apart sufficiently to pass through the pin-receiving openings 12 of the usual automatic heads 13 and extend some distance below said heads. The frame is preferably formed of a single rod bent into U form, as shown. The lower ends of the shanks are connected by a plate 14, having openings 15 therethrough which receive said shanks, and this plate is held in place by suitable means—as, for instance, a nut 16, screwed upon one of the shanks, which is threaded, as shown at 17, for the purpose. The nut may be held against accidental turning by means of a split key 18, passed through the shank below the same.

The manner of using this device will be

perfectly apparent by referring to the first three figures of the drawings. To connect the coupler-heads, it is only necessary to remove the plate 14, whereupon the shanks may be passed through the usual pin-receiving openings 12, after which the plate is applied to the lower end of the shank and fastened in place by the nut 16. This constitutes an extremely simple connection, which will permit the coupler-heads to assume different vertical relations and yet prevent their disengagement. The coupler has proven by actual experience to be useful on cars employed on uneven tracks, especially while in the course of construction, and it also fastens them together securely while handling them on inclines, putting them on and taking them from transfer-boats, and making a safe coupling between cars loaded with long materials.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. In a car-coupler, a coupling device comprising spaced shanks arranged to be passed through the pin-openings of coacting coupler-heads to connect the same, and connections between the corresponding ends of both shanks, one of said connections being detachable from one of the shanks to permit the insertion and removal of the coupling device.

2. In a car-coupler, a coupling device comprising spaced shanks arranged to be passed through the pin-openings of coacting coupler-heads to connect the same, a connection between the corresponding ends of the shanks at one end of the device, and a connecting element detachably secured to the other ends of the shanks and removable therefrom to permit the insertion and removal of the shanks.

3. In a car-coupler, a coupling device comprising a substantially U-shaped frame, the

shanks of which are spaced apart sufficiently to pass through the pin-openings of coacting coupler-heads, and a connecting-plate detachably attached to the free ends of the 5 shanks, being removable to permit the insertion and removal of the coupling device.

4. In a car-coupler, a coupling device comprising a substantially U-shaped coupling-frame, the shanks of which are spaced apart 10 sufficiently to pass through the pin-openings of coacting coupler-heads, one of said heads being threaded, a connecting-plate detach-

ably fitted upon the free ends of the shanks, and a nut screwed on the threaded shank and holding the plate in place upon both of said 15 shanks.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

THEODORE P. BELLOWS.

Witnesses:

HERBERT L. MUNAL,
WM. HOWLES.