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D. F. KNAPP.
SWITCH ROPE COUPLING,
APPLICATION FILED AUG. 21, 1906.



WITNESSES

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SWITCH-ROPE COUPLING.

No. 835,439.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, DWIGHT F. KNAPP, a citizen of the United States, and a resident of Portland, in the county of Multnomah and State of Oregon, have made certain new and useful Improvements in Switch-Rope Couplings, of which the following is a specification.

My invention is an improvement in switch-rope couplings, such as are used for rerailing cars, engines, &c.; and the invention consists in certain novel constructions and combinations of parts as will be hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of my coupling as in use and applied in lieu of a car-coupling knuckle. Fig. 2 is a similar view showing the coupler applied to the arch-bar of a car-truck, and Fig. 3 is a detail perspective view of the coupler.

As is well known, engines, cabooses, baggage-cars, and wrecking outfits are equipped with switch-ropes used to rerail cars and engines, and the switch-ropes ordinarily used are provided at one end with a link and at the other end with a hoop; but they cannot be readily applied to cars and engines equipped with automatic couplings, and the purpose of my invention is to provide a device which can be coupled to an automatic coupler-bar by removing the knuckle and using the same knuckle-pin that holds the knuckle in place, and which will also be adapted for application to the arch-bar of a truck when it is desired to slue the truck around in line with the track. To this end, my coupler A has a body portion A' and is provided at one end with a link A², to which the switch-rope B may be secured, as shown.

As best shown in Fig. 3, the coupler has its body portion flattened at one end and formed at said end into the link A², while the other end of the coupler is thickened or widened in a direction at a right angle to the

plane of the said flattened portion forming the head A³ at its end opposite the link A². This head A³ is bifurcated by the slot A⁴, forming the opposite parallel arms or bars A⁵, adapted to fit a coupler C in place of the knuckle and to be secured by the knuckle-pin C', as shown in Fig. 1, and also adapted to fit by its slot A⁴ over an arch-bar D of a truck, as shown in Fig. 2, the parallel arms A⁵ being provided near their extremities with aligned openings A⁶ to receive the pin C', whether such pin be applied to the coupler, as shown in Fig. 1, or be applied in rear of the arch-bar, as shown in Fig. 2, the slotted heads A³ permitting the application of the coupler in either instance, as will be understood from Figs. 1 and 2. The coupler A may be made of malleable or wrought iron or other suitable material and will be found efficient for the purpose for which it is designed.

It will be noticed that the slot A⁴ is formed in the direction of length of the coupler A, and while it does not materially impair the utility of the coupler when applied as shown in Fig. 1 it renders practicable the application of the coupler to the different location shown in Fig. 2, so that the coupler is adapted for use wherever it may be required.

I claim—

A switch-rope coupling comprising a body portion flattened at one end and having said end formed into a link, for the reception of a switch-rope and widened at its other end in a direction at a right angle to the plane of the flattened portion, forming a head at such end and having such head slotted longitudinally from the end forming parallel bars, the said bars being perforated in alinement near their extremities for the reception of a pin, substantially as set forth.

DWIGHT F. KNAPP.

Witnesses:

W. A. MAFFIT,
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