

R. A. TERHEUN.
 EMERGENCY COUPLING.
 APPLICATION FILED JULY 24, 1908.

915,904.

Patented Mar. 23, 1909.
 2 SHEETS—SHEET 1.

Fig. 1.

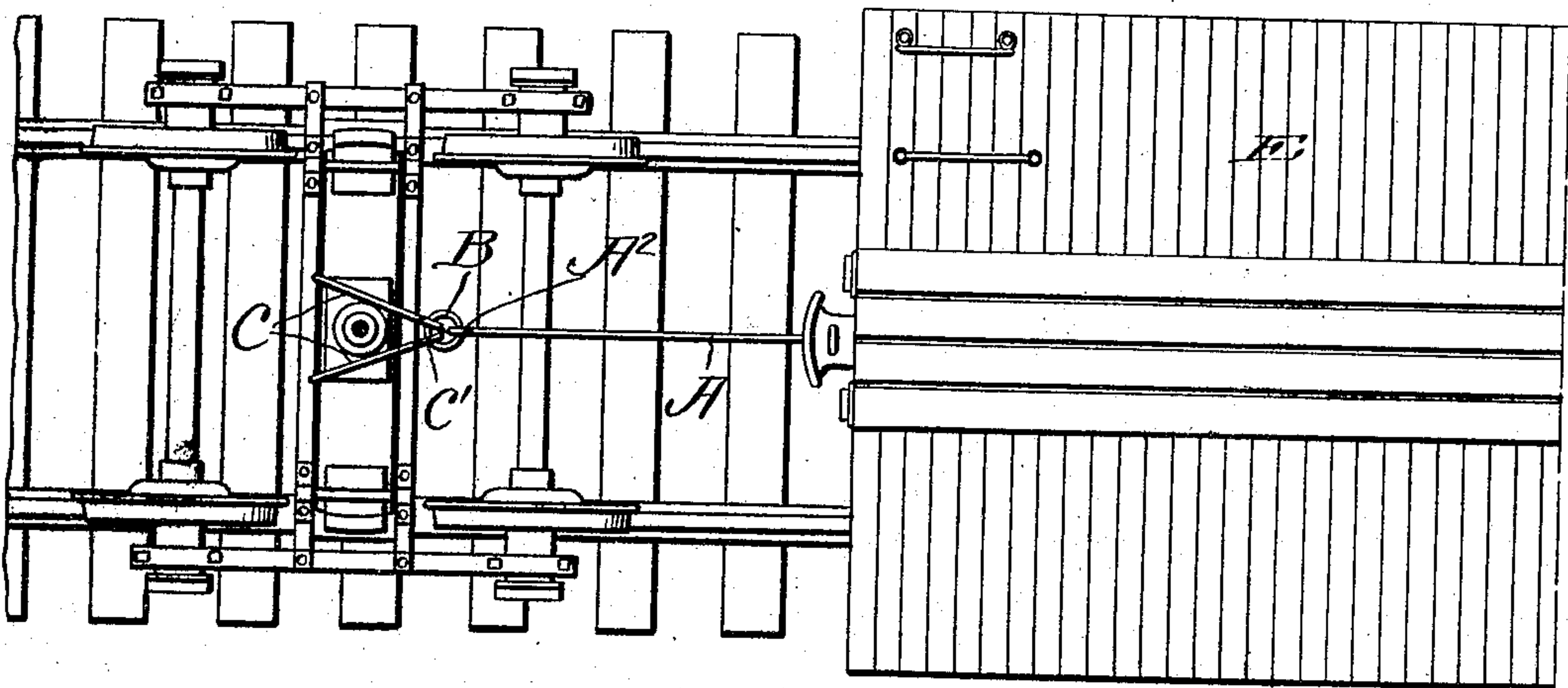
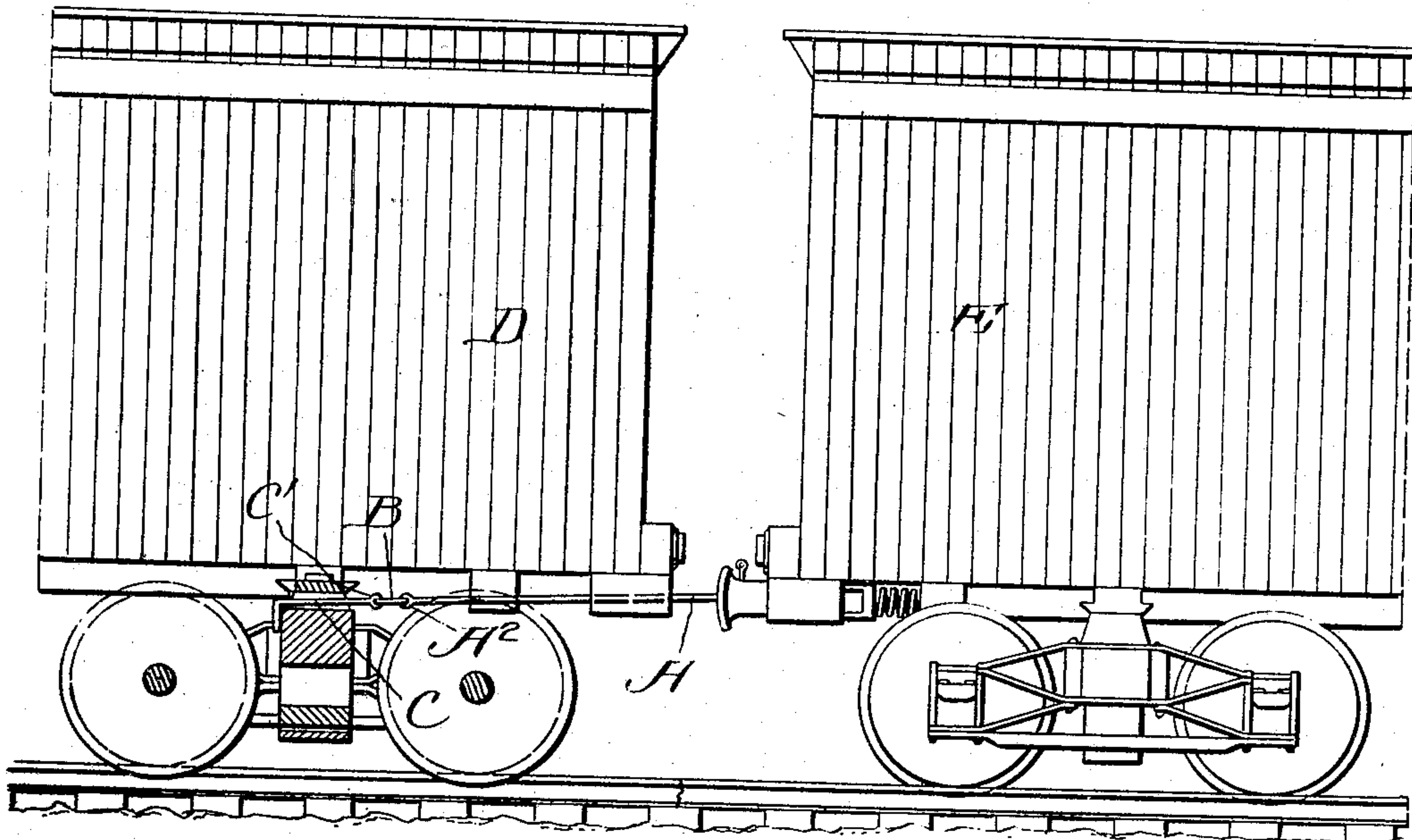


Fig. 2.

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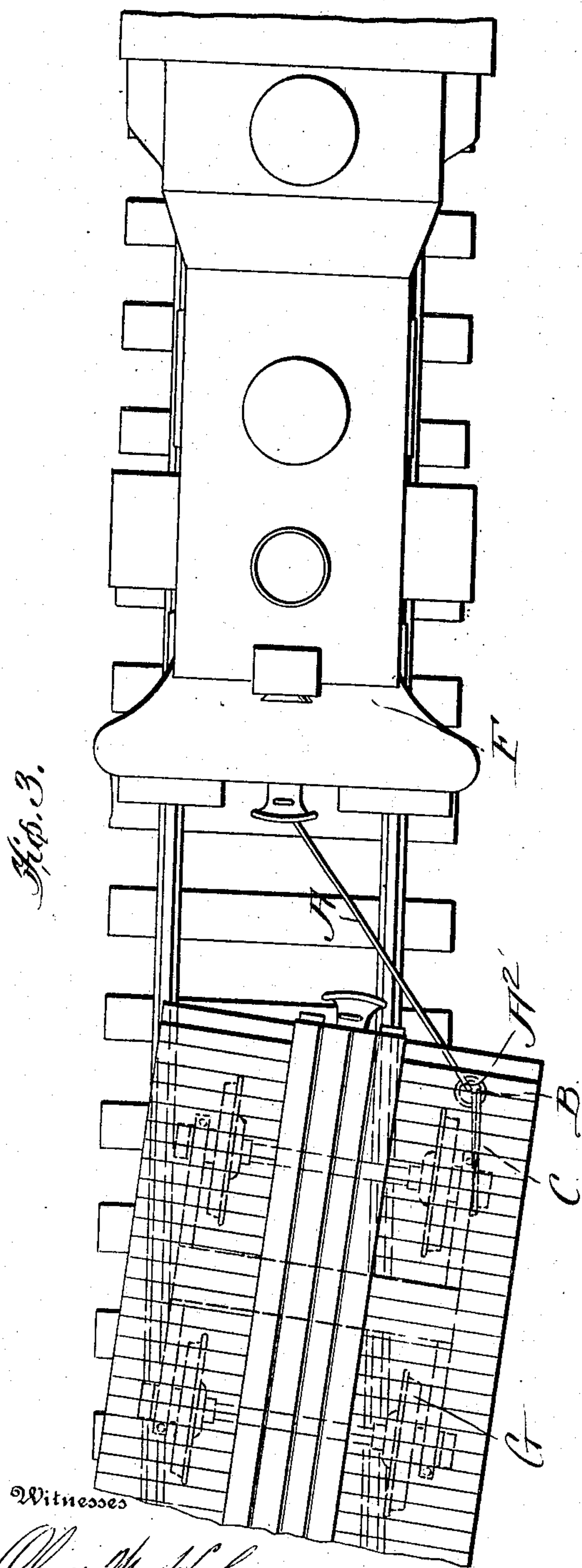
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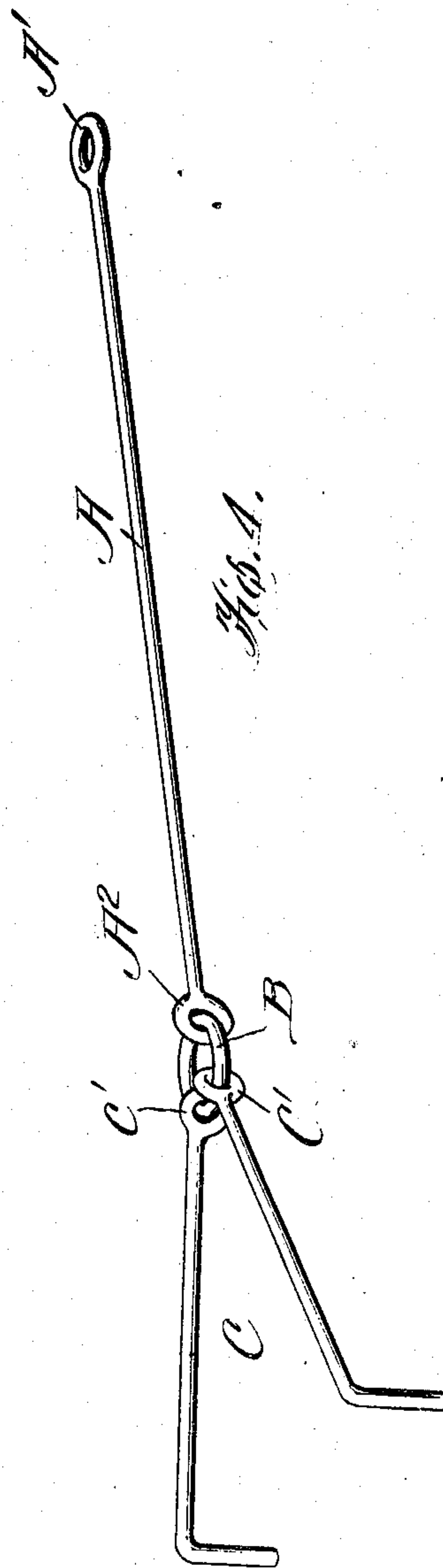
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

RICHARD A. TERHEUN, OF SAVANNAH, GEORGIA, ASSIGNOR OF ONE-HALF TO DANIEL G. PURSE, JR., OF SAVANNAH, GEORGIA.

EMERGENCY-COUPLING.

No. 915,904.

Specification of Letters Patent.

Patented March 23, 1909.

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To all whom it may concern:

Be it known that I, RICHARD A. TERHEUN, a citizen of the United States, residing at Savannah, in the county of Chatham and State of Georgia, have invented a new and useful Improvement in Emergency-Couplers, of which the following is a specification.

This invention relates to an emergency car coupler, the object being to provide a coupler which is so constructed that it can be easily and quickly attached to the bolster or arched axle connecting bar when the draw head has been pulled off and coupled to the draw head of the engine, or adjacent car.

Another object of my invention is to provide an emergency coupler which is especially adapted for pulling the derailed cars back on to the track when the engine cannot be coupled to the derailed car.

A further object of my invention is to provide an emergency coupler which is composed of a very few parts so connected that they will form a rigid bar so that the car can be pulled or pushed as desired.

A still further object of the invention is to provide an emergency coupler which is provided with an eye at one end adapted to be connected to the coupling member of the car or engine and hooks at its other end which are adapted to be secured over the truck, bolster or axle connecting bar, whereby the truck can be readily connected to the adjacent car or engine when the draw head has been pulled off thereby permitting the train to continue moving which will save a great deal of time.

With these various objects in view, my invention consists in the novel features of construction and combination and arrangement of parts hereinafter described and claimed.

In the drawings forming a part of this specification:—Figure 1 is a side elevation of my improved emergency coupler showing the application of the same to a pair of cars, the truck of one of the cars being shown in section. Fig. 2 is a top plan view of the same, the body of one of the cars being removed to show the manner of connecting my improved coupler. Fig. 3 is a top plan view of my improved coupler showing it attached to the coupling member of an engine and the arched axle connecting bar of a derailed

truck for sluing the same back upon the track. Fig. 4 is a perspective view of my improved coupler.

In carrying out my invention I employ a bar A which is provided with an eye A¹ at one end and an eye A² at its other end in which is mounted a ring B on which are mounted the eyes C¹ of a pair of hook members C and it will be seen that by this arrangement a certain amount of movement is obtained between the coupling bar A and the hook members C.

In Figs. 1 and 2 D and E indicate a pair of cars, the car D having its draw head pulled out and showing the hook members C arranged over the truck bolster and the eye A¹ of the coupler bar A is secured in the coupling member of the adjacent car whereby the cars can be moved forwardly or backwardly. In connecting the cars D and E the hook members are forced between the truck bolster and body bolster and the hooks turn down over the truck bolster so that they will be securely locked in position.

In Fig. 3 F indicates an engine and G a derailed truck and connecting my improved coupler, I secure the eye A¹ of the bar A and the coupling member of the engine and hook the members C over the arched axle connecting bars of the truck so that when the engine is backed the truck will be slued back upon the track.

While I have shown and described my improved coupler being especially adapted to be connected to the bolster or arched axle connecting bar, it will be of course understood that the hook members can be connected to any part of the car or truck desired.

From the foregoing description, it will be seen that I have provided an emergency coupler which is composed of a rigid coupling bar having a pair of hook members loosely connected to one end and provided with an eye at its other end which enables it to be readily secured in the ordinary coupling member now in use.

What I claim is:—

1. An emergency car coupler comprising a bar having an eye at each end, a ring secured in one of the eyes and hook members carried by said ring.

2. An emergency car coupler comprising a bar having an eye at one end for securing it to a coupler member and provided with an eye

at its other end having a ring secured therein and a pair of hook members provided with eyes secured on said ring.

3. An emergency car coupler comprising a
5 rigid bar having eyes formed at its ends, one of said eyes forming means for securing it to a coupling member and the other eye carrying

a ring and hook members provided with eyes arranged on said ring, forming means for securing it to the truck or body of the car.
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Witnesses:

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