

(No Model.)

J. H. O. KEMP.
CAR COUPLING.

No. 509,038.

Patented Nov. 21, 1893.

Fig. 1.

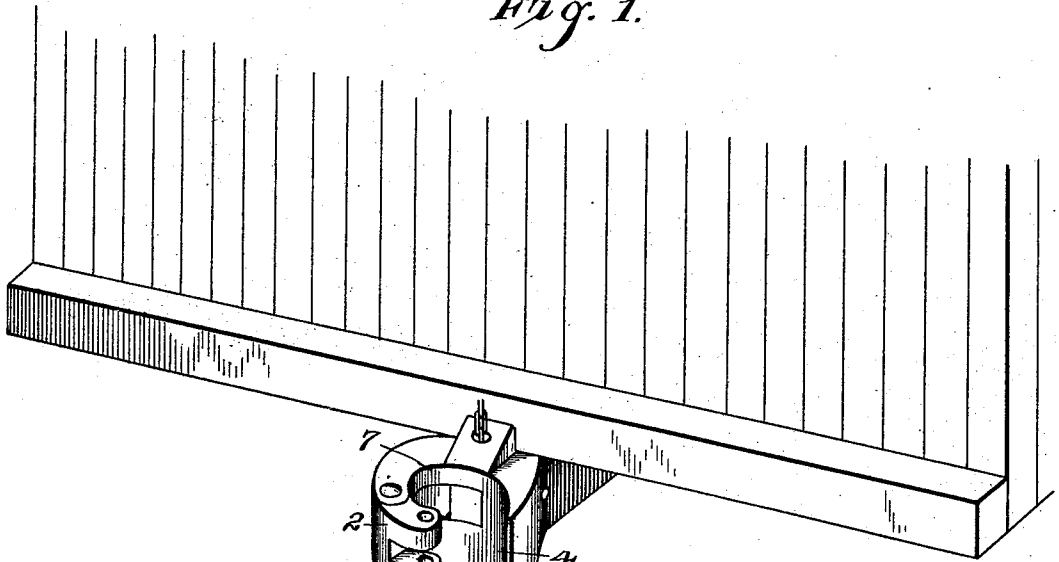


Fig. 2.

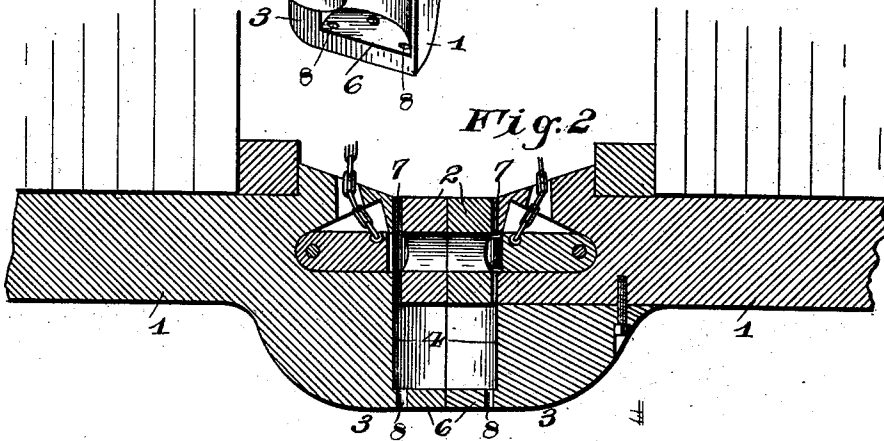
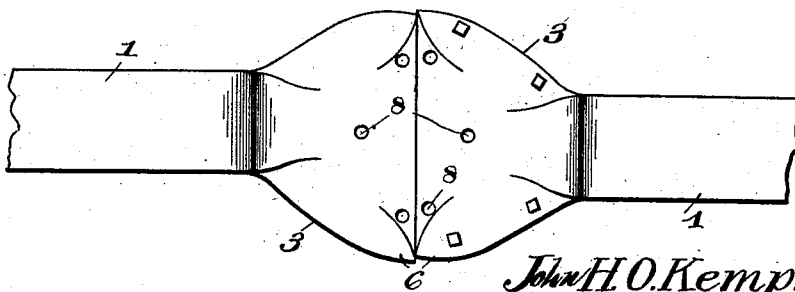


Fig. 3.



Inventor

John H. O. Kemp,

By his Attorneys,

Witnesses

C. A. Ford
N. H. Riley

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UNITED STATES PATENT OFFICE.

JOHN H. O. KEMP, OF FRONT ROYAL, VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 509,038, dated November 21, 1893.

Application filed June 13, 1893. Serial No. 477,459. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. O. KEMP, a citizen of the United States, residing at Front Royal, in the county of Warren and State of Virginia, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to improve the construction of car couplings by providing an attachment, for automatic ones having interlocking knuckles, adapted to catch and support a draw-head, should the same become disconnected from its car to prevent such draw-head falling upon the track, and damaging the cars in rear of it.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a car coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view showing two draw-heads coupled. Fig. 3 is a reverse plan view of the same.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a draw-head having a pivoted knuckle 2 and provided below the opening in rear of the engaging portion of the knuckle with a basket 3 conforming to the configuration of the draw-head. The basket 3, which may be formed integral with the draw-head or be constructed separate and bolted or otherwise secured thereto consists of a continuous curved rear wall 4 extended forward at the sides and an integral segmental bottom 6 arranged beneath the opening between the knuckle and the draw-head when the former is closed. The curved rear wall 4 is flush with and forms a continuation of the front face 7 of the draw-head; and the basket at its exterior has its rear portion tapered and beveled to conform to the draw-head.

When the basket 3 is applied to or formed integral with a draw-head, it does not to any

extent alter the appearance of the same. It is adapted to prevent a draw-head, should the same become disconnected from its parts, from falling upon the track; and it has sufficient depth to permit the knuckles of draw-heads to engage partially to enable cars having draw-heads arranged at different elevations to couple.

It will be seen that the attachment is simple and exceedingly inexpensive in construction, that it is capable of preventing a draw-head falling upon the track, and that it is adapted to be readily cast integral with, or be secured to a draw-head without materially altering the appearance of the same.

The bottom 6 of the basket is provided with drain openings 8 to prevent the accumulation of water, and the collection of snow, ice and the like which might interfere with the operation of the coupling.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. In a car coupling, a draw-head having a pivoted knuckle and provided at its bottom with a depending basket like extension arranged below the draw-head proper and conforming to the configuration of it and composed of a continuous curved rear wall, and an integral bottom arranged beneath the space between the draw-head and the engaging portion of the knuckle when the latter is closed, substantially as described.

2. In a car coupling, a draw-head having a pivoted knuckle and provided with a depending metal basket like extension arranged below the draw-head proper, and composed of a continuously curved rear wall arranged flush with and conforming to the configuration of the front face of the draw-head, and an integral segmental bottom arranged beneath the space between the draw-head and the engaging portion of the knuckle when the latter is closed, said basket having its exterior faces conforming to the configuration of and forming continuations of the exterior faces of the draw-head, substantially as described.

3. In a car coupling, a draw-head having a pivoted knuckle and provided at its bottom with a depending basket like extension arranged below the drawhead proper, and con-
5 forming to the configuration of it and composed of a continuous curved rear wall, and an integral bottom arranged beneath the space between the draw-head and the engaging portion of the knuckle when the latter is closed,

and provided with drain openings, substantially as described. 10

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

JOHN H. O. KEMP.

Witnesses:

CHARLES SUPINGER,
JAS. H. LAKE.