

J. G. McPHERSON.
EMERGENCY KNUCKLE.
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965,727.

Patented July 26, 1910.

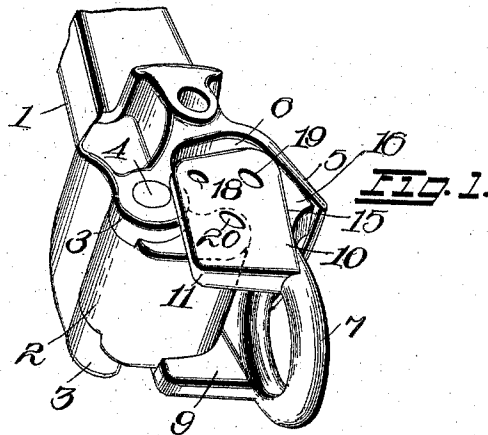


FIG. 2.

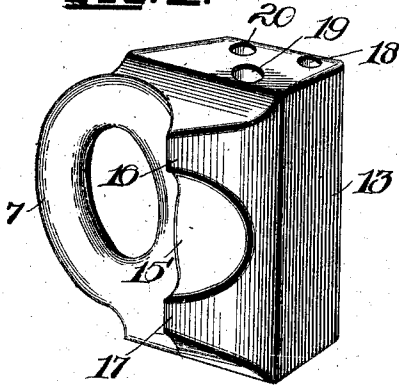
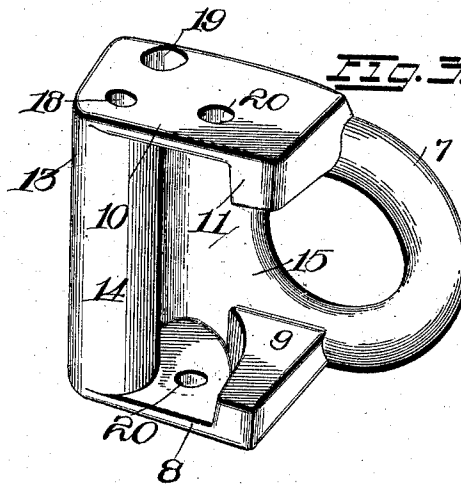


FIG. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN GEORGE McPHERSON, OF WHISTLER, ALABAMA.

EMERGENCY-KNUCKLE.

965,727.

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To all whom it may concern:

Be it known that I, JOHN GEORGE McPHERSON, a citizen of the United States, residing at Whistler, in the county of Mobile and State of Alabama, have invented certain new and useful Improvements in Emergency-Knuckles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to emergency knuckles for railway car couplings and has for its object the production of a simple and inexpensive device adapted to fit the standard Master Car Builders' coupler; and after a rope or chain has been attached thereto, to enable derailed cars to be pulled along the track, or to enable one to readily switch cars or trains in car yards.

With these and other objects in view the invention consists in the novel details of construction and combination of parts more fully hereinafter disclosed and particularly pointed out in the claim.

Referring to the accompanying drawings forming a part of this specification in which like numerals refer to like parts in all the views;—Figure 1, is a perspective view of a standard coupler with my emergency knuckle in position; Fig. 2, is a perspective view of the emergency knuckle showing the wedging lugs that take against the guard arm of the standard coupler; and, Fig. 3, is a perspective view of the emergency knuckle showing the recess in the same adapted to receive the knuckle of the car coupler.

1 represents a member of the standard coupler in general use, 2 the knuckle of the same, 3 the projections or lugs to which the knuckle 2 is pivoted by the pin 4, and 5 the guard arm having an interior surface 6.

The emergency knuckle constituting this invention, consists of a body part provided with a ring 7; a bottom plate or hood 8, having a lug 9 rigid with said hood and ring; a top plate or hood 10, having a lug 11 rigid with said top hood and ring; and a back portion 13 extending between said hoods 8 and 10 and having the curved surface 14 extending to the back surface 15 of the recess formed between said parts 9, 11, 14, and 15. This recess is of the same general shape as

the outer end of the coupler knuckle 2, and is adapted to receive the same, as shown in Fig. 1; the lugs 9 and 11 being curved to accommodate said knuckle 2, as illustrated. In addition to the back portion 13, the emergency knuckle is provided with a side portion 15' having rigid therewith the wedging lugs 16 and 17, adapted to take against the inside surface of the guard arm 5 when the emergency knuckle is in position for operation, as illustrated in Fig. 1.

The said emergency knuckle is provided with a plurality of holes 18 and 19, chiefly for the purpose of reducing the weight of the metal, but of course, they may be used for any purpose desired. It is also provided with a hole 20, which, when the knuckle is in its operative position is adapted to register with a corresponding hole in the coupler knuckle 2, and therefore to receive a pin to more firmly bind the parts together in heavy pulls. The wedging action of the emergency knuckle, however, is so great when in the position shown in Fig. 1, that no pin is found to be necessary in ordinary pulls.

The operation of the emergency knuckle will be clear from the foregoing but may be briefly summarized as follows: When it is desired to connect with a derailed car, or with a car or train to be switched, the knuckle 2 of the coupler is inserted in the recess of the emergency knuckle between the hoods 8 and 10, and said latter knuckle is thereupon swung around the pivot 4 until the wedging lugs 16, 17 contact with the inner face 6 of the guard arm 5 of the coupler. When in this position, the said hoods prevent the emergency knuckle from rising or falling, as will be clear from Fig. 1.

What I claim is—

An emergency knuckle adapted to be readily attached to and detached from a car coupler member having a recess into which the knuckle of said car coupler may fit; upper and lower hoods to hold said emergency knuckle in its operative position; a lug 11 integral with said upper hood; a lug 9 integral with said lower hood; said hoods being provided with holes 20 through which a bolt may be passed to secure said emergency knuckle and said coupler knuckle together; a pair of lugs 16 and 17 located on

one side of said emergency knuckle by which
said knuckle may wedge against the guard
arm of said coupler member; and a ring lo-
cated on the same side of said emergency
5 knuckle as said last mentioned lugs for at-
taching a source of power to the same, sub-
stantially as described.

In testimony whereof, I affix my signa-
ture, in presence of two witnesses.

JOHN GEORGE McPHERSON.

Witnesses:

MOSES KOHN,
F. T. PERKINS.