

No. 819,315.

PATENTED MAY 1, 1906.

A. H. RENSHAW.
DRAW HEAD KNUCKLE.
APPLICATION FILED MAY 12, 1905.

Fig. 1

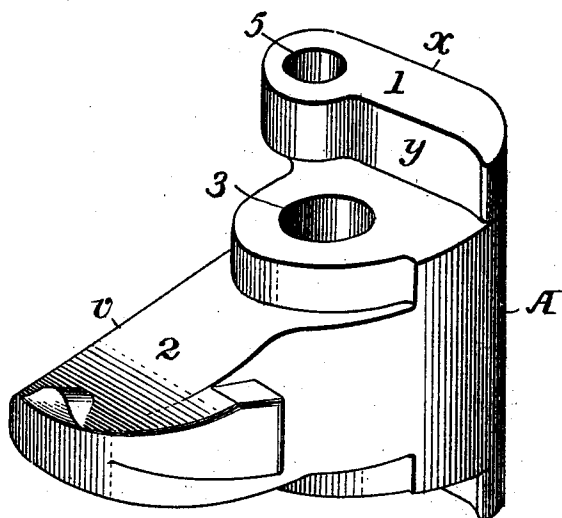
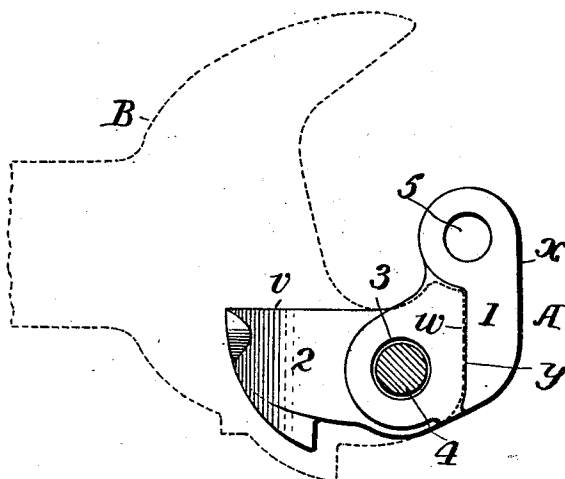


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

ALFRED H. RENSHAW, OF TROY, NEW YORK.

DRAW-HEAD KNUCKLE.

No. 819,315.

Specification of Letters Patent.

Patented May 1, 1906.

Application filed May 12, 1905. Serial No. 260,116.

To all whom it may concern:

Be it known that I, ALFRED H. RENSHAW, a citizen of the United States, residing at Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Draw - Head Knuckles, of which the following is a specification.

My invention relates to car-couplers, and especially to the knuckles of car-couplers; and it consists in constructing the knuckle having a head and tailpiece at right angles to each other with a bearing-face which when the knuckle is in coupled position is at right angles to the line of draft and arranged to take its bearing upon the draw-head, as fully set forth hereinafter and as illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a car-coupling knuckle embodying my improvement. Fig. 2 is a plan view illustrating the position of the same in relation to the draw-head shown in dotted lines.

The knuckle A is provided with a head 1 and with a tail 2 at right angles to said head having a perforation 3 at the junction of the head and tail to receive the bolt 4, by which it is pivoted to the end of one of the forks of the draw-head B of any suitable construction and provided with the usual or any suitable means for locking the knuckle in place when the cars are coupled. The outer face *x* of the head of the knuckle is at substantially right angles to the line of draft, and parallel to this face and also at right angles to the line of draft and to the inner face *v* of the tail 2 is a face or bearing *y*, which extends outward beyond the pivot-point and when the knuckle is closed will abut against the parallel face *w* upon the draw-head. Inasmuch as the face *y* is at right angles to the line of draft the

said face will take a direct bearing against the draw-head when the cars are brought together with the knuckle closed, and the latter will be brought against the draw-head bearing without any tendency to swing, but with a direct thrust upon the draw-head itself, so that there is no lateral thrust or leverage tending to displace or strain the parts. As the faces *x y* are each at right angles to the line of draft, the thrust in coupling is directly upon the pivot-pin and against the draw-head without any tendency to swing the knuckle or strain the parts, and as the face *y* extends outward beyond the pivot-point there is a bearing upon both sides of the latter, which tends further to prevent any swinging of the knuckle, affording a broad flat bearing, which insures the retention of the knuckle in position.

For coupling with the ordinary coupling-pin the head of the knuckle is enlarged at the inner end and slotted and provided with a pin-opening 5.

Without limiting myself to the particular construction of knuckle shown, I claim as my invention—

A knuckle for car-couplers having a head 1 and tail 2 at right angles to each other, a pivot-point at the junction of the two with an outer face *x* at right angles to the inner face *v* of the tail and extending outward to the pivot-point, and an inner face *y* parallel to the face *x*, and extending inward beyond the face substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALFRED H. RENSHAW.

Witnesses:

CHARLES E. FOSTER,
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