

E. H. JANNEY.
CAR COUPLING.
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1,045,091.

Patented Nov. 19, 1912.

Fig. 1.

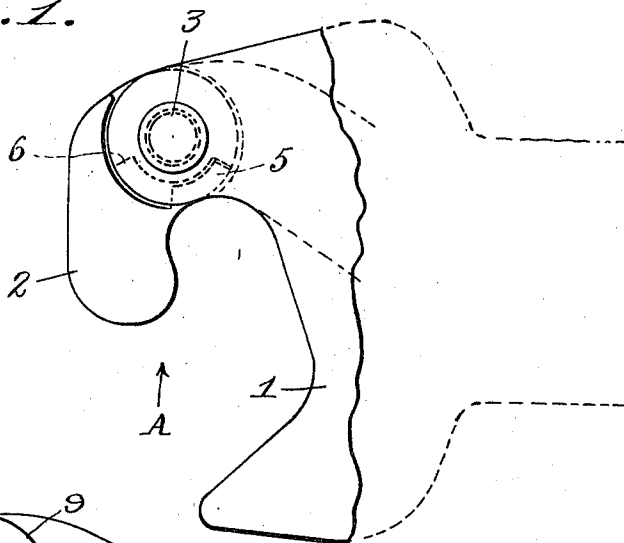


Fig. 3.

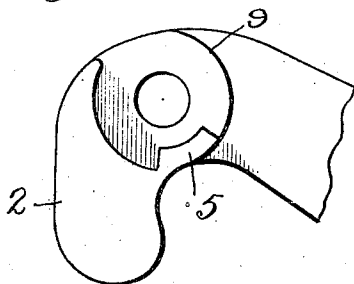


Fig. 4.

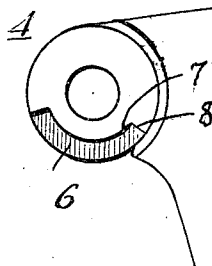
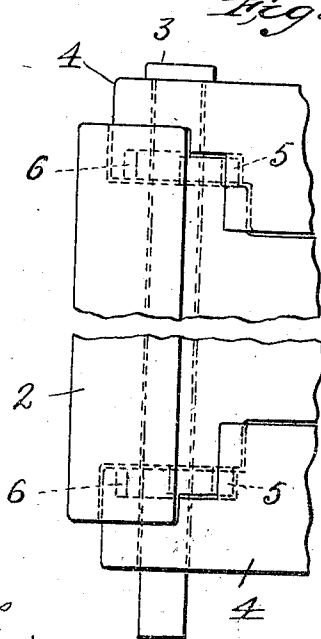


Fig. 2.



Witnesses
B. S. Bridges
E. W. Landon

By

Inventor

Eli H. Janney

Percy B. Hills

Attorney

UNITED STATES PATENT OFFICE.

ELI H. JANNEY, OF ALEXANDRIA, VIRGINIA, ASSIGNOR TO NANNIE HAMILTON
JANNEY, OF ALEXANDRIA, VIRGINIA.

CAR-COUPLING.

1,045,091.

Specification of Letters Patent.

Patented Nov. 19, 1912.

Application filed June 30, 1910. Serial No. 569,743.

To all whom it may concern:

Be it known that I, ELI H. JANNEY, a citizen of the United States, residing at Alexandria, in the county of Alexandria and State of Virginia, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention relates to car couplings, and has for its object to provide certain improvements in the construction of the draw-head and coupling hook, whereby the transverse strain and wear imposed upon the coupling hook pivot pin in certain forms of construction will be materially lessened.

In many of the couplings of the Janney or Master Car Builders' type now being made, the pivot of the coupling hook is located substantially on a line with the inside face of the locking jaw of the coupling hook when closed, and at a right angle to the longitudinal axis of the draw bar. This is a departure in location from the position of the coupling hook pivot as disclosed in Letters Patent granted to me February 25, 1879, No. 212,703, and consistently adhered to by me since the date of said Letters Patent, wherein the coupling hook pivot is located forward of the point shown in the accompanying drawing, as will be seen by a comparison of the same with my Letters Patent above referred to. In this first mentioned construction, under the strain on the coupling hook, practically the entire transverse strain and wear falls on the pivot pin 3, and it is primarily to lessen this strain that my improved construction is designed.

In the accompanying drawing:—Figure 1 is a top plan view of the front end of the draw-head and coupling hook embodying my improved construction. Fig. 2 is an elevation of the front end of the draw-head and coupling hook looking in the direction of the arrow A, Fig. 1. Fig. 3 is a detail top plan view of the front end of the coupling hook. Fig. 4 is a detail plan view of one of the draw-head lugs.

In the said drawing the reference numeral 1 denotes the draw-head, and 2 the usual coupling hook pivoted therein by means of the pivot pin 3, passing in the usual manner through the upper and lower lugs 4 of the draw-head. It will be observed that the location of the pivot pin 3 with respect to the coupling hook 2 and draw-head 1 is

on a line with the inside face of the locking jaw of the coupling hook taken at a right angle to the longitudinal axis of the draw-head. With the pin 3 so located the entire transverse strain is ordinarily imposed upon said pin, and the object of the present invention is to take up a part of this strain and to prevent wear on the coupling hook pin and the draw-head. This I accomplish by forming upon the upper and under sides of the coupling hook 2 projections 5, and by recessing the lugs 4 of the draw-head at 6 to receive said projections 5, as shown, said recesses being long enough to permit the movement therein of the projections 5 from the open to the closed position of the coupling hook and being so located as to lie to the rear transversely of the pivot pin 3 when the coupling hook is closed, as shown.

By means of this construction I provide that the projections 5, when the coupling hook is in the closed position and a transverse strain is exerted thereon, shall bear against the vertical walls of the recesses 6 at 7 and 8, it being understood that under such a strain the line of force on the pivot pin of the coupling hook is in the direction of the arrow A in Fig. 1. By this construction I materially relieve the transverse strain on the pin 3, as the said projections 5 by their contact with the walls of the recesses 6 at 7 will take up most of said strain. On the other hand, in the construction disclosed in my Letters Patent hereinbefore referred to the location of the pivot pin 3 is such that the shoulders on the upper and lower sides of the coupling hook face pass to the rear of the center of the pivot of said coupling hook, whereby the line of draft strain on said pivot 3 is through said shoulders, so that they aid said pivot in resisting the same by their contact with the lugs 4 of the draw-head, and thus render unnecessary the projections 5.

In my improved construction both the rib 5 and the depression 6 lie above both the hub and the buffing or rear bearing shoulder 9 of the coupling hook, thus relieving said rib and depression from all but the transverse strains on the coupling.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:—

In a car coupling, the combination with

a draw-head, a coupling hook, and a removable pivot pin therefor, the center of said pin being located substantially on a line with the inner coupling face of the coupling hook, of an arc-shaped rib on the coupling hook adapted to engage a similarly shaped depression in the draw-head, the two lying above both the hub and the buffing or rear bearing shoulder of the coupling hook, whereby they receive the transverse

strains to protect the coupling hook pin therefrom.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

ELI H. JANNEY.

Witnesses:

LOUIS STORCK,

BEULAH A. ROBERTS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
