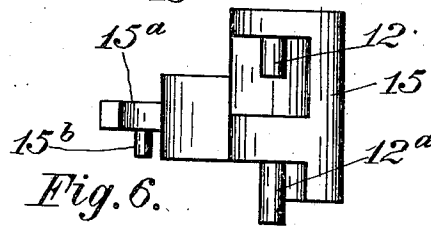
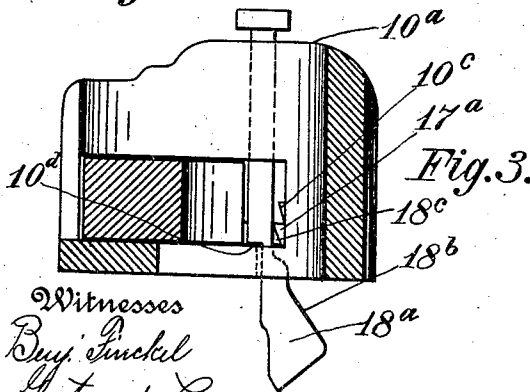
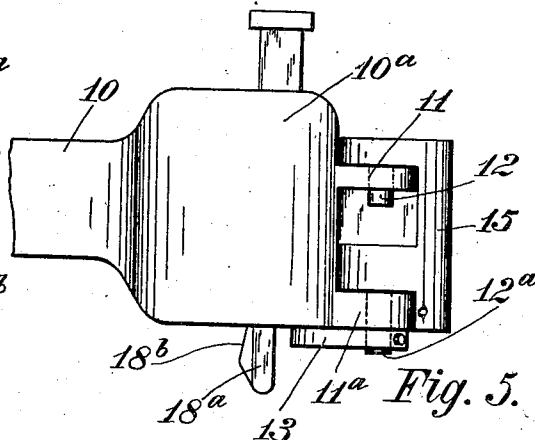
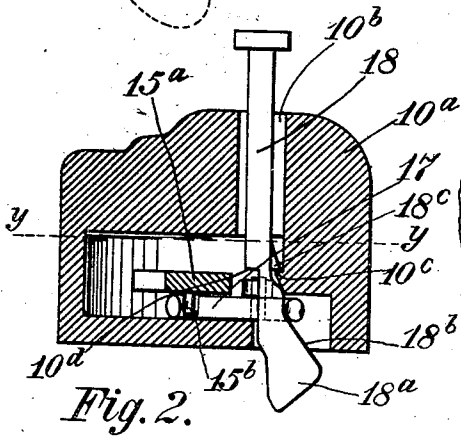
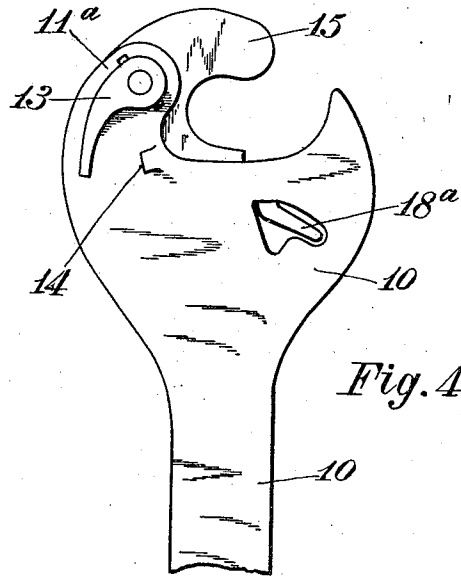


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Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN H. BURNETT, OF COLUMBUS, OHIO.

CAR-COUPLING.

1,058,147.

Specification of Letters Patent.

Patented Apr. 8, 1913.

Application filed March 14, 1912. Serial No. 683,683.

To all whom it may concern:

Be it known that I, BENJAMIN H. BURNETT, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification.

The object of this invention is to provide an improved car coupling of the Janney type and in which the locking pin can be set for permitting the separation of the cars and afterward further manipulated for opening the knuckle to automatic coupling position.

The invention is embodied in the construction herein shown and described, the features of novelty being pointed out in the claim appended to the description.

In the accompanying drawings forming part hereof—Figure 1 is a horizontal section of the coupling on the line $y-y$ Fig. 2 looking down. Fig. 2 is a vertical section on the line $x-x$ Fig. 1 showing the locking pin supported part way up. Fig. 3 is a similar view on the line $z-z$ showing the pin down. Fig. 4 is a plan view of the lower side of the coupling. Fig. 5 is an elevation of the left hand side of the coupling. Fig. 6 is a view of the left hand side of the knuckle alone.

In the views 10 designates the draw bar which is provided with a head 10^a having a suitable cavity in its forward end to receive operative parts. On the head at the left hand side of the cavity are two perforated projections 11 and 11^a to receive vertically alined pivoting pins 12 and 12^a on corresponding projections on the knuckle 15. The projections 11 and 11^a are spaced sufficiently apart to permit the pins 12 and 12^a to be centered over and inserted into the perforations in the projections 11 and 11^a while the knuckle is opened to more than normal. The lower pin 11 is made long enough to project below the ear where it has secured to it a keeper 13 in such position that said pin will abut against a stop 14 on the lower side of the head and prevent the knuckle from turning so far from open position as to render it liable to be lifted off the projections 11 and 11^a.

The knuckle has an inwardly projecting tail piece 15^a from the lower side of which projects a pin 15^b. Pivoted at 16 in the rear wall of the cavity of the head is a

lever or "kicker", so called, that has at one side a curved arm 17 reaching behind the pin 15^b and at the other an angular arm 17^a reaching forwardly in proximity to the right hand side of the locking pin. The locking pin includes a shank portion 18 that extends upwardly through a vertical hole 10^b in the draw head and is accessible for manipulation at the upper side of the head. At its lower end the locking pin is provided with a blade-like member 18^a extending rearwardly in a plane inclined to the vertical plane of the axis of the draw bar, and said blade has an inclined edge 18^b that, when the pin is raised, is adapted to act on the angular arm of the kicker and throw the arm 17 forward. A suitable opening in the lower side of the draw head is provided, as shown, for the operation of the said blade. The locking pin is also provided with a lateral tooth 18^c adapted to rest on a tooth 10^c on the wall of the cavity where the pin works.

In Fig. 2 the locking pin is shown as raised and supported by the superposition of the tooth 18^c on the tooth 10^c. This position of the pin can be had when the knuckle is in closed position, as shown in Fig. 1 and while two couplers are coupled and it is desired to separate the cars. It is obvious that in this position of the parts the knuckle can be pulled out to open position, as shown by broken-lines Fig. 1. If after separation of the cars the knuckle be not in proper open position for coupling that member can be thrown to proper open position by raising the pin to actuate the kicker thereby causing the arm 17 to operate on the pin 15^b and throw the knuckle to full open position. When the knuckle has been thus turned out the pin is lowered to rest on the tooth 10^c, and when the open knuckle of another car enters the coupling so placed the angular arm of the kicker by the action of the pin 10^c on the arm 17, unseats the locking pin permitting it to drop to position to lock the knuckle from opening at all. The locking pin has a shoulder 10^d to support it in lowered position.

What I claim is:

In a car coupling, the combination of a draw head having a suitable cavity, a knuckle having a tail to work horizontally into said cavity, a lever having two arms 17 and 17^a fulcrumed to swing horizontally in said cavity, the arm 17 to engage the tail

of the knuckle, a vertically and rectilinearly
sliding locking pin 18 having a tooth 18^c
on its shank and a blade-like member 18^a
at its lower end, said blade-like member hav-
5 ing an inclined edge 18^b which when raised
acts on the arm 17^a of said lever to throw
the knuckle to open position, a fixed tooth
10^c on the wall of the draw head cavity to
receive the tooth 18^c of the locking pin for
0 temporarily supporting said pin in partially

raised position to permit the opening of the
knuckle, the arm 17 of said lever being actu-
ated by the tail of the knuckle to throw the
arm 17^a directly against the locking pin to
release the same to knuckle locking position 15
when the knuckle is closed.

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Witnesses:

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