Oct. 9, 1945. E. P. KINNE ET AL 2,386,476

CAR COUPLER

Filed May 27, 1942 4 Sheets-Sheet 1

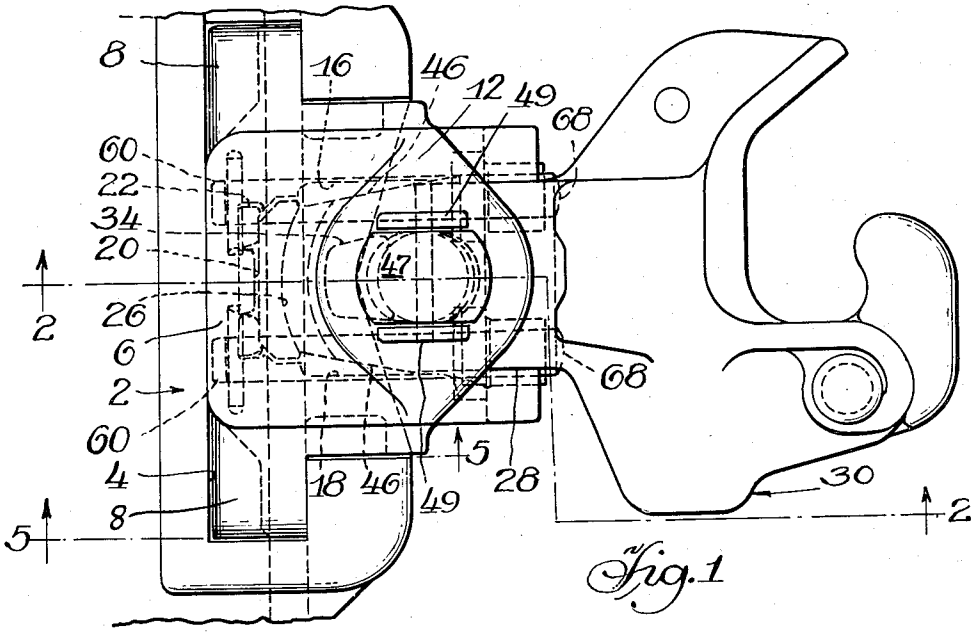
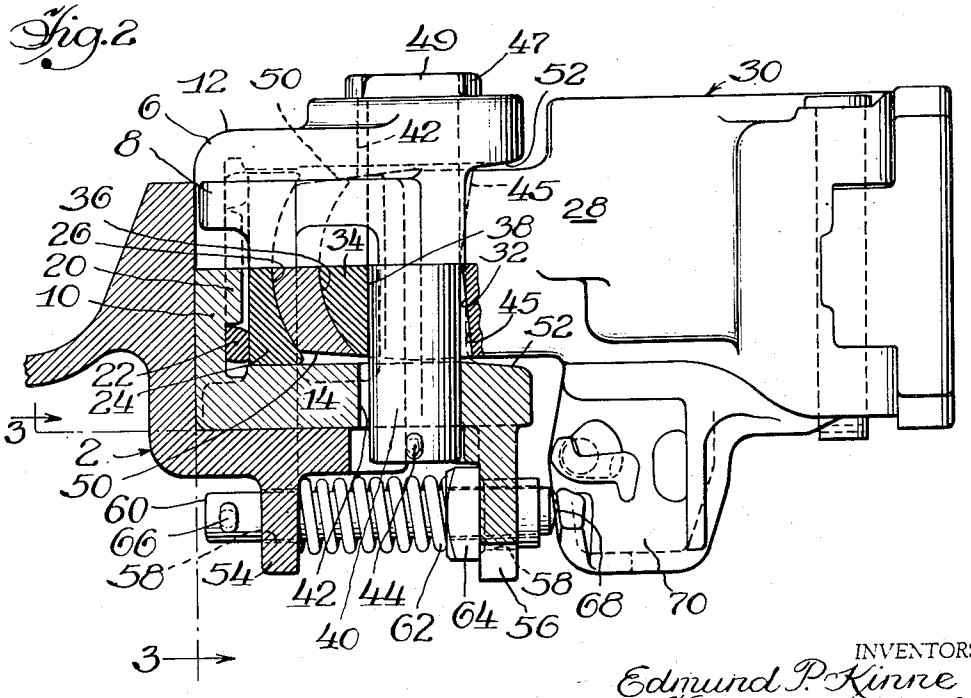


Fig. 1

Fig. 2



INVENTORS.
Edmund P. Kinne
BY and Frank H. Kayler.
Orin B. Farmer Atty.

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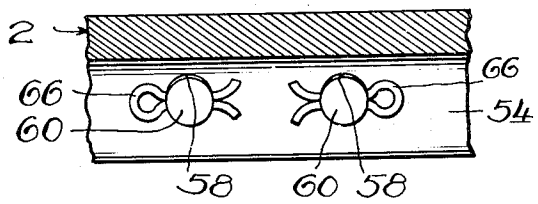


Fig. 3

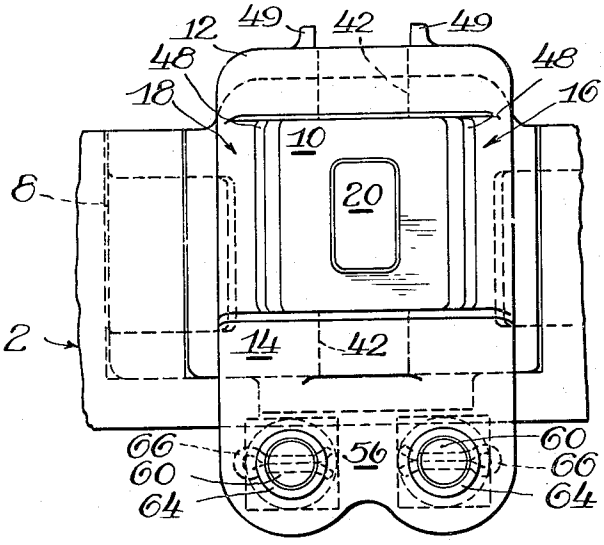


Fig. 4

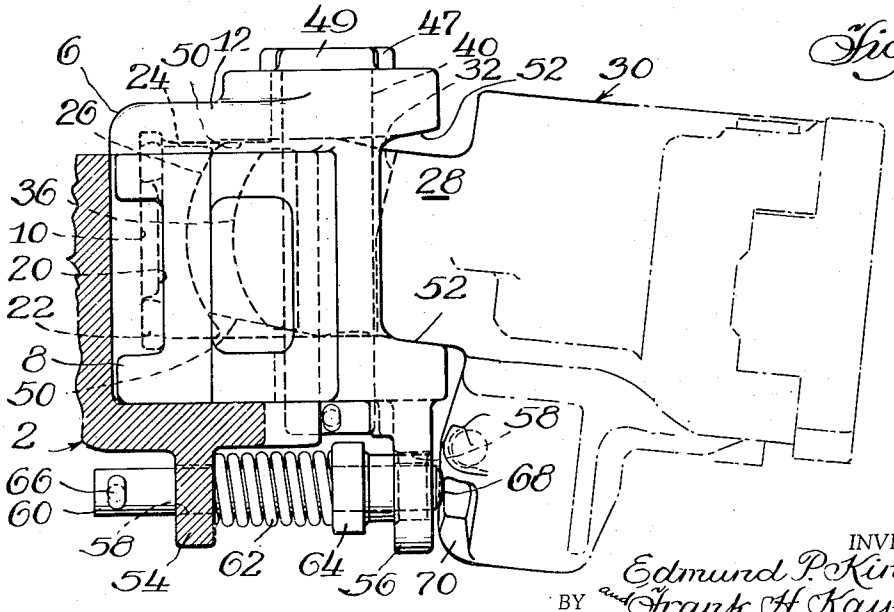


Fig. 5

INVENTORS.
Edmund P. Kinne
BY and Frank H. Kayler
Orin B. Barnes Atty.

Oct. 9, 1945. E. P. KINNE ET AL 2,386,476

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Fig. 6

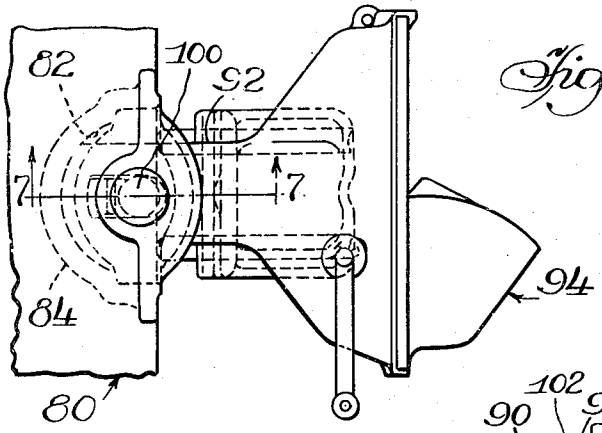


Fig. 9

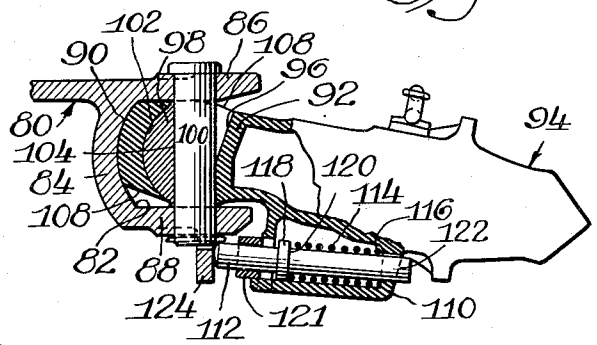


Fig. 7

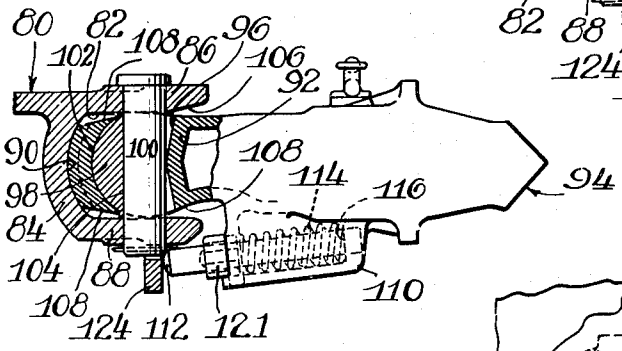


Fig. 10

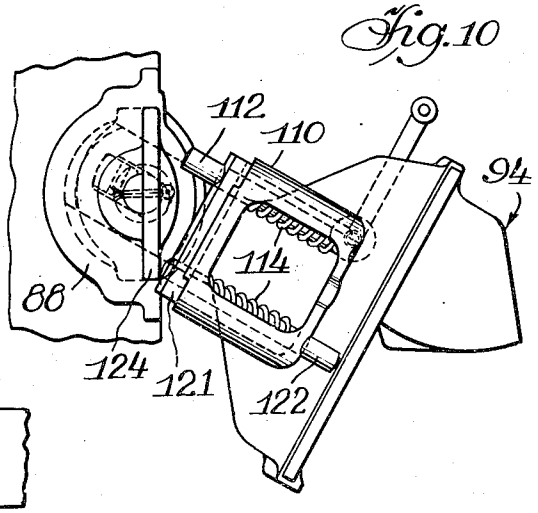
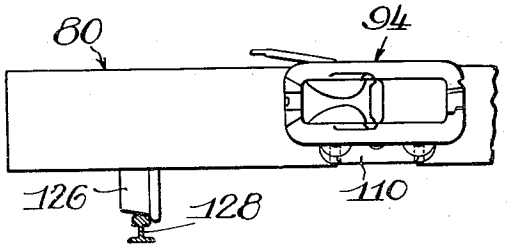


Fig. 8



INVENTORS.
Edmund P. Kinne.
BY and Frank H. Kayler.
Orin O. B. Garner Atty.

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Fig. 11

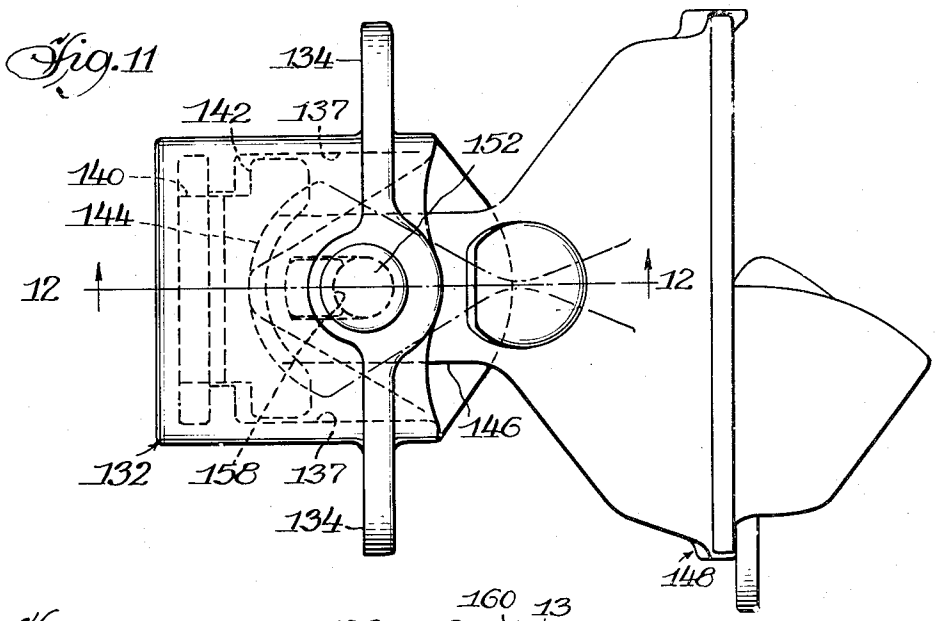


Fig. 12

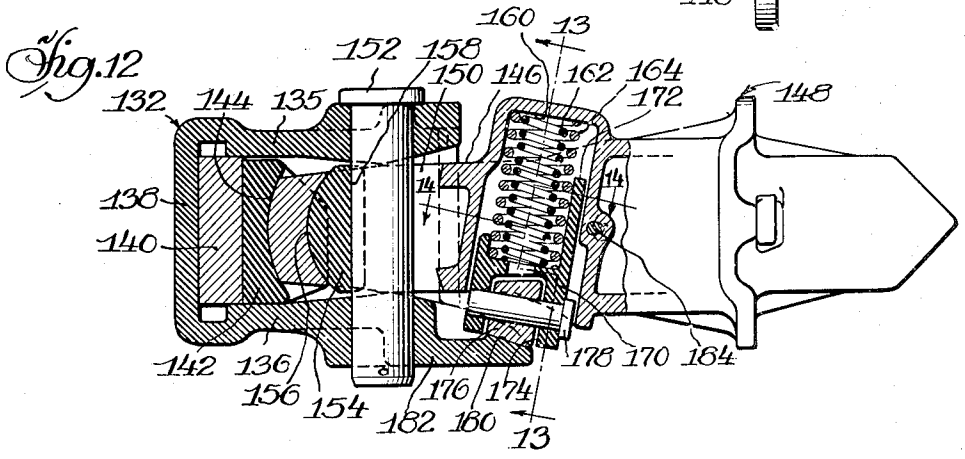


Fig. 13

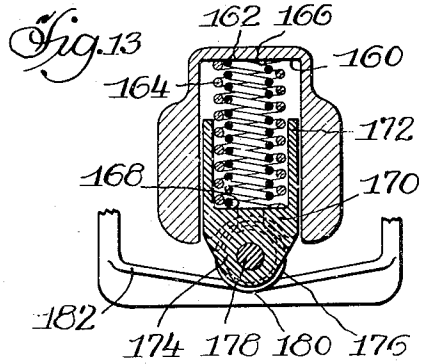
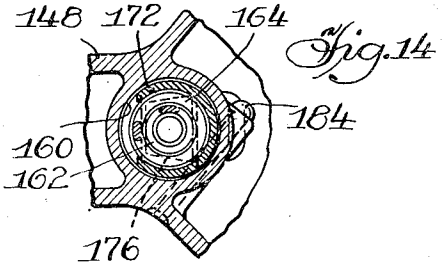


Fig. 14



INVENTORS.
Edmund P. Kinne.
BY and Frank H. Kayler.
Dunn & Barnes Attys.

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UNITED STATES PATENT OFFICE

2,386,476

CAR COUPLER

Edmund P. Kinne and Frank H. Kayler, Alliance, Ohio, assignors to American Steel Foundries, Chicago, Ill., a corporation of New Jersey

Application May 27, 1942, Serial No. 444,638

29 Claims. (Cl. 213—14)

Our invention relates to a mounting for a car coupler and more particularly for an industrial car coupler, although modifications of the invention may be utilized in the mounting of freight and passenger car couplers as well.

During the coupling operation many couplers are damaged and it is believed that one cause of this damage is the fact that frequently the mating couplers are out of alignment at the time of coupling. It is, therefore, the principal object of our invention to provide an automatic means for aligning the couplers. Accordingly, an object of our invention is to devise an arrangement wherein a centering and leveling device may be mounted on either the coupler member or on the car member supporting the coupler shank, said device cooperating with the other member to maintain the coupler in a horizontal plane centrally of the car body in order that the coupler may be more readily engaged with the mating coupler during the coupling operation.

A more specific object of our invention is to provide a device wherein spaced plungers are mounted on either the coupler member or the car member, said plungers being actuated by the other member to compress associated coil springs in order to resiliently resist horizontal and vertical angling of the coupler.

In our novel arrangement each of the plungers will be actuated during horizontal angling of the coupler in one direction, and thus the spring associated with said plunger will return the coupler to its normal position after the horizontal angling. When vertical angling occurs without horizontal angling both plungers are actuated and both compression springs are operative to urge the coupler back into normal position.

In one modification of our novel arrangement, a diagonally arranged spring means is received within a pocket in the coupler and a plunger is received within said pocket in engagement with said spring means, said plunger having a roller on the bottom thereof seated against a V-shaped ledge on the coupler pocket whereby horizontal angling of the coupler causes the plunger to roll up one side of the ledge and thus to compress the spring means, said spring means being operative after horizontal or vertical angling to urge the coupler into its normal centered position.

Another object of our invention is to design a novel coupler pocket, said pocket comprising wing portions for interlocking engagement with the car body, and said pocket receiving the shank of the associated coupler and comprising means for the supporting of a centering and leveling device such as above described.

In certain modifications of our novel arrangement the coupler pocket receives a resilient pad and a coupler bearing block seated against said pad and presenting a concave bearing surface for complementary engagement with the convex end of the associated coupler shank, said shank being retained in the pocket by means of a vertical pin and a pin bearing block received within an opening in the shank, said pin bearing block abutting the pin and presenting a convex bearing surface for complementary engagement with the coupler shank.

In the drawings:

Figure 1 is a top plan view of a coupler supported from an associated car body by means of our novel arrangement.

Figure 2 is a composite sectional view of the structure shown in Figure 1, the lower half of Figure 2 being a view taken in the plane indicated by the line 2—2 of Figure 1, and the upper half of Figure 2 being a sectional view taken in the plane indicated by the line 5—5 of Figure 1.

Figure 3 is a sectional view taken in the plane indicated by the line 3—3 of Figure 2.

Figure 4 is a front view of our novel coupler pocket casting, the coupler being removed therefrom, and Figure 5 is a view taken in the planes indicated by the line 5—5 of Figure 1 and showing the conditions obtaining during vertical angling of the coupler.

Figures 6 to 10 inclusive show another modification of our invention, Figure 6 being a plan view of a coupler and the supporting car body, Figure 7 being a side elevation, partly in section, the section being taken in the plane indicated by the line 7—7 of Figure 6, Figure 8 being a front elevation of the coupler and supporting car body, Figure 9 showing vertical angling of the coupler and being a side view comparable to that of Figure 7 except that one plunger pocket is shown in sectional view, the section being taken in a vertical plane bisecting the plunger, and Figure 10 being a bottom plan view of the structure shown in Figures 6 to 9 inclusive and showing the conditions obtaining during horizontal angling of the coupler.

Figures 11 to 14 inclusive show a further modification of our novel arrangement, Figure 11 being a top plan view of a coupler and the associated coupler pocket, Figure 12 being a side view, partly in section, the section being taken in the vertical plane indicated by the line 12—12 of Figure 11, Figure 13 being a sectional view taken in the planes indicated by the line 13—13 of Figure 12, and Figure 14 being a further sectional view taken in the planes indicated by the line 14—14 of Figure 12.

Describing our invention in detail and referring first to the modification shown in Figures 1 to 5 inclusive, the car body generally designated 2 comprises a recess 4 generally T-shaped in plan as seen in Figure 1 and formed and arranged for the reception of the coupler pocket casting 6, said pocket casting comprising wing portions 8, 8

at opposite sides thereof, said wing portions serving to interlock the pocket 6 with the car body, as will be clearly understood from a consideration of Figures 1 and 4.

The pocket 6 comprises a rear wall 10, top and bottom walls 12 and 14, and spaced side walls 16 and 18, the rear wall 10 comprising the lug 20 affording positioning means for the annular rubber pad 22 seated against the rear wall 10. Abutting the pad 22 is a coupler bearing block 24 affording a concave bearing at 26 for the convex end of the coupler shank 28 of the coupler generally designated 30. A vertical opening 32 extends through the shank 28 and a pin bearing block 34 is positioned in said opening and affords a convex bearing surface at 36 for the concave surface on the coupler shank 28, and the block 34 is also in arcuate face engagement at 38 with the vertically disposed pin 40 extending through aligned openings 42, 42 in the top and bottom walls 12 and 14 of the coupler pocket 6 and through the opening 32 in the coupler shank 28, said pin being keyed at 44. It may be noted that the opening 32 in the coupler shank 28 is tapered at 45, 45 (Figure 2) in order to accommodate vertical angling of the coupler 30. It may also be noted that the pin 40 is restrained against rotational movement by means of the abutment of the head 47 on said pin with the spaced lugs 49, 49 formed on the top wall 12 of the pocket casting 6.

It will be apparent to those skilled in the art that the engagement of the shank 28 with the coupler bearing block at 26 and with the pin bearing block at 36 will allow the coupler shank to slide with respect to both blocks during vertical angling of the coupler and to slide with respect to the coupler bearing block 24 during horizontal angling of the coupler, the pin bearing block 34 being afforded a sliding turning movement with respect to the pin during horizontal angling. The end of the coupler shank is tapered at 46, 46 (Figure 1) at opposite sides thereof, and the inner surfaces of the side walls 16 and 18 of the pocket casting are tapered adjacent the outer ends thereof, as best seen at 48, 48 in Figure 4 in order to accommodate horizontal angling of the coupler. Likewise, the end of the shank is tapered at 50, 50 at the top and bottom thereof and the top and bottom walls of the pocket casting are tapered at 52, 52 in order to permit vertical angling of the coupler, as will be clearly understood from a consideration of Figures 2 and 5, the former figure showing the coupler in its normal level and centered position, and the latter figure showing the coupler angled downward so that the surface 50 on the top of the coupler shank is in abutment with the top wall 12 of the coupler pocket and the beveled surface 52 on the bottom wall 14 of the coupler pocket is in abutment with the outer lower edge of the coupler shank.

Aligned depending lugs 54 and 56 on the car end and on the coupler pocket 6 respectively comprise aligned openings 58, 58 for the reception of pins or plungers 60, 60. A coil spring 62 is sleeved over each plunger in abutment with the adjacent lug 54 and with the collar 64 threaded on the plunger 60. Each plunger is keyed by a cotter pin 66 adjacent the rear end thereof and projects outwardly of the lug 56 for abutment at 68 with the depending lug 70 on the coupler 30, said lug 70 containing the operating mechanism for the coupler head, as will be clearly apparent to those skilled in the art.

It will be apparent from a consideration of Figure 1 that each plunger 60 will be actuated by horizontal angling of the coupler in one direction, and that the spring 62 associated with said plunger will resist said horizontal angling and will urge the coupler into its normal position after said angling. It will be further apparent from a consideration of Figures 2 and 5 that vertical angling in a downward direction will be resisted by means of both springs 62, 62 unless the coupler is angled both horizontally and downwardly at the same time, in which event, the vertical angling may be resisted by one spring only.

Figures 6 to 10 inclusive show a different modification of our invention in which the car end generally designated 80 comprises the coupler pocket 82 defined by the arcuate rear wall 84 and the top and bottom walls 86 and 88, the rear wall affording a concave bearing at 90 for the end of the coupler shank 92 of the coupler generally designated 94. The shank 92 comprises a vertical opening 96 receiving a bearing block 98 and a retaining pin 100, the retaining pin extending through the top and bottom walls 86 and 88, and the block 98 affording a convex bearing at 102 for the complementary concave surface on the coupler shank, and the bearing block 98 also has an arcuate bearing at 104 with the pin 100. Vertical angling of the coupler is accommodated by the bearing of the coupler shank at 90 with the rear wall 84 of the pocket 82 and by the bearing of the shank at 102 with the bearing block 98, and horizontal angling of the coupler is accommodated by the bearing of the shank at 90 and by the slidable turning movement of the block 98 with respect to the pin 100, as will be clearly apparent. The top wall 86 is tapered at 106, and the top and bottom of the coupler shank is tapered at 108, 108 to accommodate vertical angling, as may be clearly seen in Figures 7 and 9.

The coupler 94 is provided with a depending bracket 110 accommodating the spaced plungers 112, 112 extending therethrough, and sleeved over each plunger is a coil spring 114 abutting the bracket at 116 (Figures 7 and 9) and abutting the collar 118 on the plunger at 120 (Figure 9). A bar 121 is secured in any convenient manner to the bracket 110, and the plungers 112, 112 extend through openings in the bar 121, the collar 118 on each plunger being adapted to abut the bar 121, as best seen in Figure 7, in order to maintain the leveling and centering device in assembled relationship, as will be clearly apparent.

It will also be apparent from a consideration of Figures 7 and 9 that during vertical angling of the coupler 94 the plungers 112, 112 compress the associated springs 114, 114, the ends of the plungers remote from the car body extending through the bracket 110 as at 122 (Figures 9 and 10), the opposite ends of the plungers 112, 112 abutting the depending lug 124 on the car end. The compression of the springs 114, 114 will thus tend to return the coupler to its normal level and to maintain it at the level, as in Figure 7, during a coupling operation. Furthermore, horizontal angling of the coupler will tend to compress one spring 114, as in Figure 10, and this spring will center the coupler after angling. It will be apparent that in the event of extreme horizontal angling, as seen in Figure 10, only one plunger 112 will remain in abutment with the lug 124 on the car end and thus only one spring 114 will be operative to resist the horizontal angling of the coupler, as well as any vertical angling which

may take place at the same time. Thus the springs 114, 114, actuated by the plungers 112, 112, maintain the coupler in its normal position with respect to the car body. It will be understood that the car body is supported on wheel and axle assemblies indicated at 126 in Figure 8, each wheel rolling upon a rail 128 in the usual manner.

A further modification of our invention is shown in Figures 11 to 14 inclusive and in this modification the coupler pocket generally designated 132 comprises wing portions 134, 134 for interlocking engagement with an associated car body in a manner similar to that disclosed in the modification shown in Figures 1 to 5 inclusive. The pocket 132 comprises top and bottom walls 135 and 136 and spaced side walls 137, 137, as well as a rear wall 138. Seated against the rear wall is a resilient pad 140 affording a seat for the coupler bearing block 142, said bearing block 142 affording a concave bearing at 144 for the convex end of the coupler shank 146 of the coupler generally designated 148. The shank 146 comprises the vertical opening 150 for the accommodation of a pin 152 extending through the top and bottom walls 135 and 136 for pivotal securement of the coupler 148. A pin bearing block 154 affords a convex bearing surface at 156 for the complementary concave surface on the coupler shank, and the block 154 is in arcuate face engagement at 158 with the pin 152. It will be readily apparent that the engagement of the bearing blocks with the coupler and the pin, as well as the shape of the coupler shank and the coupler pocket, accommodate vertical and horizontal angling in a manner similar to that disclosed in the modification shown in Figures 1 to 5 inclusive.

The head of the coupler 148 is provided with a spring pocket 160 receiving the telescoped inner and outer coil springs 162 and 164 seated as at 166 (Figure 13) against the top of the pocket 160, and seated at 168 against a plunger 170, said plunger comprising the upstanding arcuate wall 172 housing the springs 162 and 164 and comprising on the bottom thereof a jaw 174 formed and arranged for the reception of a roller 176, said roller being positioned in said jaw by the pin 178. The roller is seated as at 180 on the ledge 182 formed on the coupler pocket 132, said ledge being V-shaped from a front view, as best seen in Figure 13, whereby horizontal angling of the coupler 148 causes the roller 176 to roll up one side of the ledge 182, and thus the plunger 170 compresses the springs 162 and 164, as will be clearly apparent. A rivet 184 (Figures 12 and 14) is received within a slot (not shown) in the arcuate wall 172 of the plunger, said rivet functioning to hold the plunger and the coupler in assembled relationship during positioning of the coupler shank in the coupler pocket. After the coupler and the pocket are assembled, the rivet may be removed or may preferably be left in position, the slot in the plunger being of sufficient depth to permit actuation thereof without interference with the rivet 184. It will be apparent that when the coupler is in normal level and centered position, as in Figure 12, that the springs 162 and 164 may be under some slight precompression and that either horizontal or vertical angling, or both, of the coupler 148 will actuate the plunger 170 to further compress the springs 162 and 164 whereby the coupler will be returned to its normal position after said angling.

It is to be understood that we do not wish to be limited by the exact embodiments of the device shown which are merely by way of illustration and not limitation as various and other forms of the device will, of course, be apparent to those skilled in the art without departing from the spirit of the invention or the scope of the claims.

We claim:

1. In a coupler pocket, top and bottom walls with aligned pin openings therethrough, spaced side walls comprising on their external surfaces means for interlocking engagement with an associated car body, and a bottom wall comprising depending support means for an associated coupler centering device.

2. In a coupler pocket, top and bottom walls with aligned pin openings therethrough, spaced side walls, and a rear wall, said bottom wall comprising depending support means for an associated coupler leveling device.

3. In combination, a car member having a recess therein and a coupler pocket in said recess having wing portions received therewithin for interlocking engagement with said car member, said pocket being readily insertable and removable from the top of said recess, and a device removably supported from the bottom of said car member and said pocket, said device restricting upward movement of said pocket within said recess and comprising spaced resilient means formed and arranged for maintaining an associated coupler in normal level position, and actuating members associated with respective resilient means.

4. In a coupler mounting, a car member, a coupler member secured thereto, and a device mounted on the coupler member and actuated by the car member for leveling and centering the coupler member, said device comprising spaced resilient members housed within said coupler member, each of said resilient members being formed and arranged to resist horizontal angling of the coupler member in one direction and also to resist vertical angling of the coupler member under certain conditions, said device being the sole means of maintaining said coupler member in its normal horizontal plane.

5. In combination, a car member having a recess therein and a coupler pocket in said recess having wing portions received therewithin for interlocking engagement with said car member, said pocket being readily insertable and removable from the top of said recess, and a device removably supported from the bottom of said car member and said pocket, said device restricting upward movement of said pocket within said recess and comprising spaced resilient means formed and arranged for maintaining an associated coupler in normal level position, and actuating plungers sleeved within respective resilient means and carrying abutment means therefor.

6. In combination, a car member comprising a coupler pocket having top and bottom walls with aligned pin holes therethrough, a coupler member comprising a shank with a pin hole in said pocket, a pin extending through said pin holes, said shank being capable of vertical and horizontal angling within said pocket, and a device mounted on one of said members and actuated by the other for leveling and centering the coupler member, said device comprising spaced resilient members, each of said resilient members being formed and arranged to resist horizontal angling of the coupler member in one direction and also to resist vertical angling of the coupler member under certain conditions, said device being the sole means

for maintaining said coupler member in its normal level position.

7. In combination, a body member having a T-shaped recess open at the top thereof, a coupler pocket casting removably positioned within said recess and of a form generally complementary thereto, said casting having wing members within said recess for interlocking said casting against forward movement with respect to said body member, depending lugs on said body member and said casting respectively, aligned openings through said lugs, a plunger extending through said openings, a spring sleeved over said plunger between said lugs and seated against the body member lug, a collar on said pin engaging said spring, and a coupler member pivotally mounted in said casting and engaged with said plunger, said spring being operable to resist horizontal angling of said coupler member and downward angling thereof with respect to its normal horizontal position.

8. In combination, a body member having a T-shaped recess open at the top thereof, a coupler pocket casting removably positioned within said recess and of a form generally complementary thereto, said casting having wing members within said recess for interlocking said casting against forward movement with respect to said body member, depending lugs on said body member and said casting respectively, aligned openings through said lugs, spaced plungers extending through respective of said aligned openings, a spring sleeved over each plunger between said lugs and seated against the body member lug, means on each plunger engaging the associated spring, and a coupler member pivotally mounted within said casting and engaged with said plungers, each of said springs being operable to resist horizontal angling of said coupler member in one direction and both of said springs being operable to maintain said coupler member in its normal horizontal plane.

9. In combination, a body member having a recess open at the top, a coupler casting removably positioned within said recess and having wing members received therewithin for interlocking said casting against forward movement with respect to said body member, depending lugs on said body member and said casting respectively, aligned openings through said lugs, a plunger extending through said openings, a spring sleeved over said plunger between said lugs and seated against the body member lug, means on said plunger engaging said spring, and a coupler member pivotally mounted within said casting and engaged with said plunger, said spring being operable to resist horizontal angling of said coupler member and downward angling thereof with respect to its normal horizontal plane.

10. In combination, a car member with a T-shaped recess therein, said recess being open at the top, a coupler pocket member removably positioned within said recess and of a form generally complementary thereto, said pocket member being insertable and removable from the top of said recess, and a leveling device for an associated coupler, said device being supported from the bottom of said car and pocket members and being interlocked therewith to maintain said pocket member within said recess.

11. In a coupler mounting, a coupler pocket, a coupler comprising a shank secured within said pocket, a diagonally arranged spring pocket in said coupler, resilient means therein, a plunger engaging said resilient means, a nonflat ledge on said coupler pocket, and roller means on said plunger in rolling engagement with said ledge, said resilient means being operable to resist in compression horizontal and vertical angling of the coupler.

12. In a coupler mounting, a coupler pocket, a coupler comprising a shank pivotally secured within said pocket, a spring pocket in said coupler, spring means therein, a plunger in abutment with said spring means and comprising means housing said spring means, a V-shaped ledge on said coupler pocket, and roller means on said plunger seated on said ledge.

13. In combination, a car member with a T-shaped recess therein, said recess being open at the top, and a coupler pocket member removably positioned within said recess and of a form generally complementary thereto, said pocket member being insertable and removable from the top of said recess, and leveling means for an associated coupler comprising an integral member depending from said pocket member, resilient means bearing at one end thereof against a spring abutment lug on the bottom of said car member, and a plunger pin sleeved within said resilient means and extending through aligned openings in said lug and said depending member, said pin carrying abutment means for the opposite end of said resilient means and being adapted to engage abutment means on said associated coupler.

14. In combination, a car member having a recess therein and a coupler pocket member in said recess and having wing portions therein for interlocking engagement with said car member, said pocket member being readily insertable and removable from the top of said recess, and leveling means removably supported from the bottom of said car and pocket members for resiliently maintaining an associated coupler in its normal level position, said leveling means being operable to prevent accidental disassembly of said pocket member from said recess.

15. In combination, a car member having a recess therein and a coupler pocket casting in said recess and having wing portions therein for interlocking engagement with said member, said casting being readily insertable and removable from the top of said recess, and a device removably supported from the bottom of said member and said casting, said device restricting upward movement of said casting within said recess and affording centering means for an associated coupler member.

16. In a coupler mounting, a car member, a coupler member pivotally secured thereto, and a device mounted on one of said members and actuated by the other for leveling and centering the coupler member, said device comprising spaced plungers extending through depending lugs on its supporting member, said plungers bearing against said other member, and resilient means sleeved over each plunger and engaged therewith, said resilient means being seated against one of said lugs.

17. In a coupler pocket, top and bottom walls with aligned pin openings therethrough, spaced side walls comprising shank portions formed and arranged for interlocking engagement with an associated car body, and a rear wall, said bottom wall comprising depending support means for an associated leveling device.

18. In a coupler mounting, a car member, a coupler member pivotally secured thereto, and a device mounted on one of said members and actuated by the other for leveling and centering

the coupler member, said device comprising spaced rigid members extending through spaced means depending from its supporting member, said rigid members bearing against said other member, and resilient means sleeved over each rigid member and bearing against abutment means thereon, said resilient means being seated against the depending means remote from said other member.

19. In a coupler mounting, a car member with a coupler pocket partially defined by top and bottom walls, a coupler mounted in said pocket and pivotal horizontally and vertically therein, means depending from said bottom wall, and resilient means housed within the coupler and operable by said depending means for resisting in compression horizontal angling of the coupler in either direction and downward angling of the coupler from its normal horizontal plane.

20. In a coupler mounting, a car member with a coupler pocket partially defined by top and bottom walls, a coupler mounted in said pocket and pivotal horizontally and vertically therein, means depending from said bottom wall, and means operable by said depending means for resiliently resisting horizontal angling of the coupler in either direction and downward angling of the coupler from its normal horizontal plane, said second-mentioned means being housed within the coupler and being the sole means for maintaining said coupler in its normal horizontal plane.

21. In a coupler mounting, a car body with a coupler pocket, a coupler mounted in said pocket and pivotal horizontally and vertically therein, actuating means depending from the pocket and the coupler, and leveling and centering means for resiliently resisting horizontal angling of the coupler and downward angling thereof from its normal horizontal position, said second-mentioned means comprising resilient means housed within the coupler and rigid means bearing against said resilient means and cooperating with said actuating means for actuation thereby.

22. In a coupler mounting, a coupler pocket having spaced top and bottom walls with aligned pin openings therethrough, a coupler having a shank received within said pocket, a pin extending through said openings for pivotal securement of said shank, said shank being relieved to accommodate vertical and horizontal angling thereof within said pocket, means depending from said bottom wall, and a leveling and centering device associated with said coupler for actuation by said means, said device comprising a single resilient member operable to resist in compression horizontal angling of the coupler in either direction and operable to resist downward angling of the coupler from its normal horizontal plane.

23. In a coupler mounting, a coupler pocket, a coupler comprising a shank secured within said pocket, a spring pocket in said coupler, resilient means therein, a plunger engaging said resilient means, a ledge on said pocket sloping upwardly at opposite sides thereof, and roller means on said plunger in rolling engagement with said ledge, said resilient means being operable to resist in compression horizontal and vertical angling of the coupler.

24. In a coupler mounting, a car member, a coupler member pivotally secured thereto, and a device carried by said coupler member and actuated by the car member for maintaining the former in normal level and central position, said device comprising spaced resilient members, each of said resilient members being formed and arranged to resist horizontal angling of the coupler member in one direction and also to resist vertical angling of the coupler member under certain conditions, said device being the sole means for maintaining said coupler member in its normal level position.

25. In a coupler mounting, a coupler pocket, a coupler having a shank pivotally secured within said pocket, said shank being capable of vertical and horizontal angling within said pocket, actuating means depending from said pocket, and a leveling and centering device associated with said coupler for actuation by said means, said device comprising a resilient member operable to resist in compression horizontal angling of the coupler in either direction and downward angling of said coupler.

26. In a coupler mounting, a coupler pocket, a coupler having a shank pivotally secured therewithin, said shank being capable of vertical and horizontal angling within said pocket, actuating means comprising a ledge beneath said pocket sloping upwardly at each side thereof, and a leveling and centering device associated with said coupler, said device comprising a single resilient member housed within said coupler, and plunger means bearing against said resilient member and seated on said ledge, said resilient member being operable by said plunger means to resist in compression horizontal angling of the coupler in either direction and downward angling of the coupler.

27. In a coupler mounting, a coupler pocket, a coupler comprising a shank pivoted therewithin, and a leveling and centering device for said coupler carried thereby, said device comprising spaced resilient members housed within said coupler, and independent plunger means for respective members, and means fixed with respect to said pocket and bearing against said plunger means for actuation thereof.

28. In a coupler mounting, a coupler pocket, a coupler comprising a shank pivoted therewithin, and a leveling and centering device for said coupler carried thereby, said device comprising spaced resilient means bearing against said coupler, and independent plunger means for respective resilient means, and rigid means fixed with respect to said pocket and bearing against said plunger means for actuation thereof.

29. In a coupler mounting, a coupler pocket, a coupler comprising a shank pivoted therewithin, and a leveling and centering device for said coupler mounted thereon and disposed therebeneath, said device comprising spaced resilient members bearing against abutment surfaces on said coupler, each of said resilient members being formed and arranged to resist horizontal angling of the coupler in one direction and also to resist a vertical angling of the coupler under certain conditions, and a plunger bearing against each of said resilient members for actuation thereof, and rigid means fixed with respect to said pocket and bearing against said plunger for actuation thereof.

EDMUND P. KINNE.
FRANK H. KAYLER.