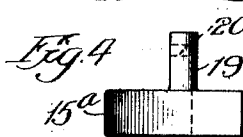
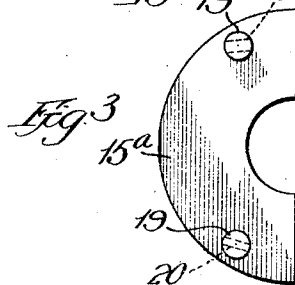
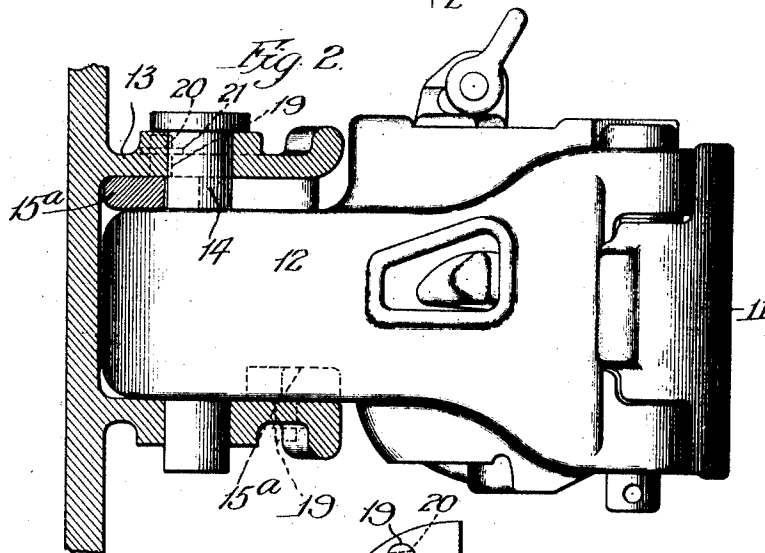
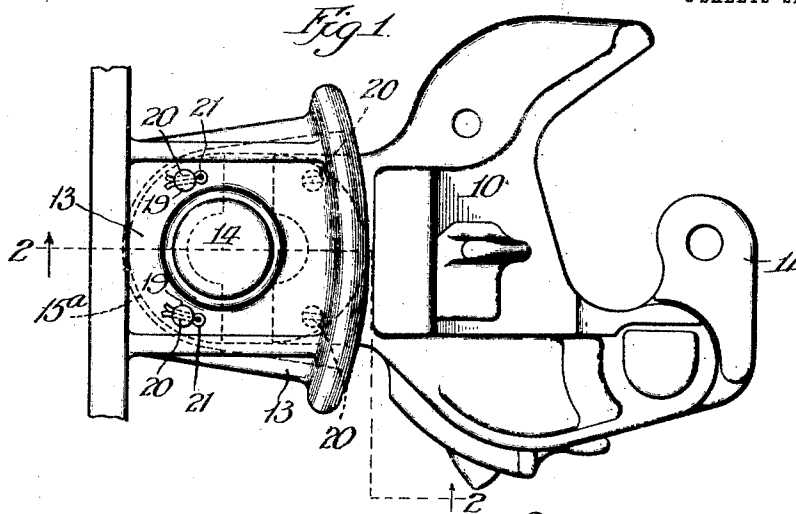


E. P. KINNE,
POCKET COUPLING.
APPLICATION FILED SEPT. 28, 1910.

1,009,975.

Patented Nov. 28, 1911.

2 SHEETS—SHEET 1.



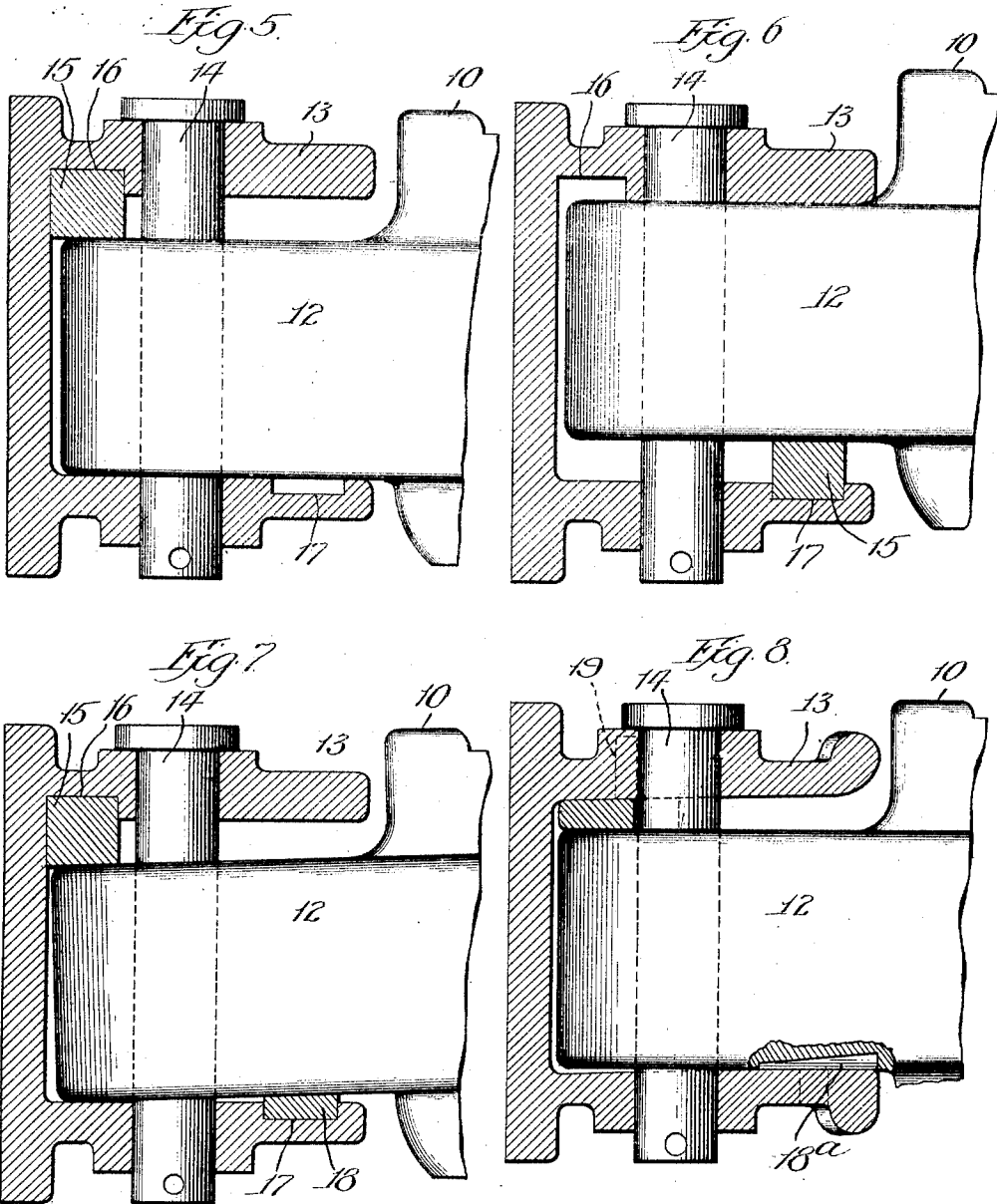
Witnesses:
Geo. Davison
Henry M. Shupley

Fig. 4. *Inventor:*
Edmund P. Kinne
By Smith, Bell & Fuller
Attys.

1,009,975.

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2 SHEETS-SHEET 2.



Witnesses:
Ed. O. Davison
Henry M. Shuxley.

Inventor:
Edmund P. Kinne,
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UNITED STATES PATENT OFFICE.

EDMUND P. KINNE, OF ALLIANCE, OHIO, ASSIGNOR TO AMERICAN STEEL FOUNDRIES,
OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

POCKET-COUPLING.

1,009,975.

Specification of Letters Patent.

Patented Nov. 28, 1911.

Application filed September 26, 1910. Serial No. 583,771.

REISSUED

To all whom it may concern:

Be it known that I, EDMUND P. KINNE, a citizen of the United States, residing at Alliance, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Pocket-Couplers, of which the following is a specification.

My invention relates to pocket couplers and refers particularly to a means employed for the purpose of regulating or adjusting the height of a coupler shank within the pocket.

It is well known that for coupling purposes, a coupler pocket is ordinarily employed on the front end of a locomotive. The shank of a coupler is held in this pocket by means of a suitable pivot pin. As the tires on the wheels of the engine become worn to any great extent and the springs settle, it will be apparent that the coupler pocket will occupy a position in a lower horizontal plane, thereby causing the coupler to also occupy a lower position. At the same time the coupler shank is liable to cause distortion of the pivot pin and either the lower surface of the coupler shank or the lower internal surface of the coupler pocket becomes worn with the result that these factors either singly or in combination with each other cause the coupler-head and its shank to sag downwardly in a forward direction. In order to cause the coupler shank to retain a correct position as the tires on the wheels of the locomotive become worn and the springs settle, I provide one or more shim blocks which are fastened to the internal surface of the coupler pocket. When the engine is new and it is therefore desired to have the coupler shank occupy its lowest possible position within the coupler pocket, the lower surface of the coupler shank rests against the lower internal surface of the coupler pocket and the shim block is fastened to the upper internal surface of the coupler. the lower surface of the shim block engaging the upper surface of the coupler shank. When on account of wear, as previously described, it is desired to raise the coupler shank with respect to the coupler pocket, the shim which is fastened to the upper internal surface of the coupler pocket is detached therefrom and fastened to the lower internal surface, thereby causing the coupler shank to be

raised. When the coupler shank begins to sag forward for the reasons which have been described above, this tendency may be counteracted by inserting a comparatively thin shim block between the lower surface of the coupler shank and the lower internal surface of the pocket, this shim being preferably in a position near the forward edge of the coupler pocket.

It will be apparent that any desired position of the coupler-head and its associated shank may be obtained by a suitable proportioning of shims. For example, if the coupler shank is too low when its lower surface rests against the lower internal surface of the coupler pocket, and too high when the upper surface of the coupler shank comes in contact with the upper internal surface of the coupler pocket, a pair of shims, each one-half the thickness of the shim which would be used were only a single one employed, may be used.

I am aware that heretofore devices have been used for the purpose of adjusting the position of the coupler shank in the coupler pocket, however, I consider my construction preferable inasmuch as in my device the shims are fastened securely to the internal wall surfaces of the coupler pocket and are entirely independent of the pivot pin. These and other advantages of my invention will be more apparent by reference to the accompanying drawings which represent preferred embodiments of my invention and in which:

Figure 1 is a plan view showing the coupler pocket and its associated coupler. Fig. 2 is a side elevation and partly sectional view on the line 2-2 of Fig. 1. Fig. 3 is a plan view of one of the shims. Fig. 4 is a side elevation of the shim shown in Fig. 3. Fig. 5 is a vertical longitudinal section through the coupler pocket and shim showing the coupler shank and coupler pin in position. Fig. 6 is a vertical longitudinal section similar to Fig. 5 except that the position of the shim has been changed in order to elevate the coupler shank. Fig. 7 is a view similar to Figs. 5 and 6 except that an auxiliary shim is shown which has the function of raising the coupler shank. Fig. 8 is an enlarged vertical longitudinal section through the coupler pocket shown in Fig. 2.

the form of the shims and construction of the coupler pocket being slightly different from that shown in Figs. 5, 6 and 7.

As most clearly shown in Figs. 1 and 2, a coupler consisting of the head 10, the knuckle 11, and the coupler shank 12 of the usual construction is retained in a coupler pocket 13 which is attached to a locomotive. The coupler shank 12 is held in position by the pivot pin 14 which passes through suitable apertures in the upper and lower walls of the coupler pocket 13, and a corresponding aperture in the coupler shank 12. The shape of the coupler pocket 13 is such that a slight amount of lateral movement of the coupler shank is permitted on the pivot pin 14.

As most clearly shown in Figs. 2 and 5, the height of the coupler pocket is somewhat greater than that of the coupler shank. In order to keep the latter in a horizontal position, it will be evident that some supporting means should be used in addition to the pivot pin 14, inasmuch as the latter does not fit tightly within the aperture in the coupler shank, and the coupler would tend to tilt were it not supported in position. Such a support is provided by means of a shim 15 as shown in Figs. 5, 6 and 7, or 15^a as indicated in Figs. 1, 2, 3, 4. The shim 15 of Figs. 5, 6 and 7 is placed in a recess 16 at the upper inner angle of the coupler pocket 13, being held in position either by its tight fit in the recess 16 or by other suitable means.

Not only is there a recess 16 at the upper inner angles of the coupler pocket 16, but there is a similar recess 17 near the lower outer edge of the pocket. When the locomotive is new and occupies a relatively high position, the coupler shank 12 is held in its correct position engaging the lower surface of the coupler pocket by placing the shim 15 within the recess 16. After the tires of the locomotive have become worn and the springs settle so that it is desired to elevate the coupler shank relatively to the coupler pocket, the shim is removed from the recess 16 and inserted in the recess 17. It will thus be clear that although the locomotive has settled on account of wear of its various parts, the coupler shank may be retained in the correct position for coupling the cars.

It often happens that on account of the wear or bending of the pivot pin, the coupler, with its associated shank 12, is caused to tilt. When this is the case, an auxiliary

shim 18 may be placed in the recess 17 and the coupler shank 12 thereby elevated to its correct position.

In Figs. 1 to 4 inclusive, the shim 15^a is of a semi-circular shape, and is provided with the upstanding lugs or projections 19 through which pass the apertures 20. Apertures for the lugs 19 are provided in the upper wall of the coupler pocket 13, and, as most clearly shown in Fig. 1, when the shim 15^a is placed in position, cotter pins 21 are passed through the apertures 20 and the shim 15^a is thus securely held in position. The shim 15^a may be transferred to the lower front portion of the coupler pocket 13 when it is desired to elevate the coupler shank in the same manner as above described. Moreover when the coupler droops either on account of the wear on the pivot pin, or wear of the under surface of the coupler shank or lower internal surface of the coupler pocket, an auxiliary shim (not shown) may be placed in the recess 18^a in the coupler shank to counteract this drooping tendency.

It will be clear to those skilled in the art that considerable change could be made in the exact construction of the parts which I have described without departing from the spirit of my invention.

What I claim is:

1. The combination with a coupler and pivot pin, of a coupler pocket of greater internal height than the coupler shank, the upper wall of said pocket being provided with a shim seat near its inner end and a lower wall having a shim seat near its outer end, and a shim for engaging said coupler shank and adapted to be secured in one of its seats and thereby regulate the height of said coupler shank, substantially as described.

2. The combination with a coupler and coupler pin, of a coupler pocket of greater internal height than the coupler shank, a shim attached to the internal surface of said pocket and engaging the inner end of the coupler shank, and an auxiliary shim attached to the opposite internal surface of said pocket to counteract the drooping of said coupler shank, substantially as described.

EDMUND P. KINNE.

Witnesses:

MILTON C. MOORE,
LAUNA CARLISLE.