



System Data for Mechanical and Electrical Coupling of Rail Vehicles

M009 Swinghead coupling system

Swinghead couplers incorporate a 10A-profile AAR knuckle coupler on an articulated shank that can be swung to one side to expose a UIC drawhook, they are typically fitted to both ends of the vehicle. The knuckle coupling reduces longitudinal shocks especially in long trains and permits safe and easy coupling and uncoupling, while the Swinghead design retains compatibility with Screw-coupled vehicles.

1 Usage

Both ends of EWS Cl66 and 67, some shunting locomotives and various Thrall-built wagons such as FAA and BYA. The HTA coal hopper has fixed couplers (it has no drawhook or buffers), which are compatible with the Swinghead. Some MBA vehicles have a mix of Swinghead and fixed couplers.

2 System components

The system consists of the following elements:

- a) a 10A-profile AAR knuckle coupler on an articulated shank that can be swung to one side to expose a UIC drawhook
- b) a latch mechanism that retains the knuckle coupler head in either the retracted or active mode
- c) a mechanical link that provides uncoupling of mating vehicles to be carried out from the trackside
- d) a lower shelf bracket.

3 System types

There is only one basic type of Swinghead coupler, however, there are small differences between the ones fitted to locomotives and those fitted to wagons:

	Locomotive	Wagon
Installation height, ARL (mm)	954	964
Knuckle size (height)	13" (Cl66 and 08) 11" (Cl67)	11"
Latch mechanism	Detent pins	Gate

Both types are compatible with each other and there is potential to knuckle-couple with drophead buckeyes and Alliance couplers on coaching stock as they share the same 10A profile.

The Swinghead does not incorporate any pneumatic or electrical connections.

Figure 1 shows the arrangement for a wagon Swinghead coupler.



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Figure 1 Swinghead coupler arrangement for freight wagon (Dimensions nominal)

