

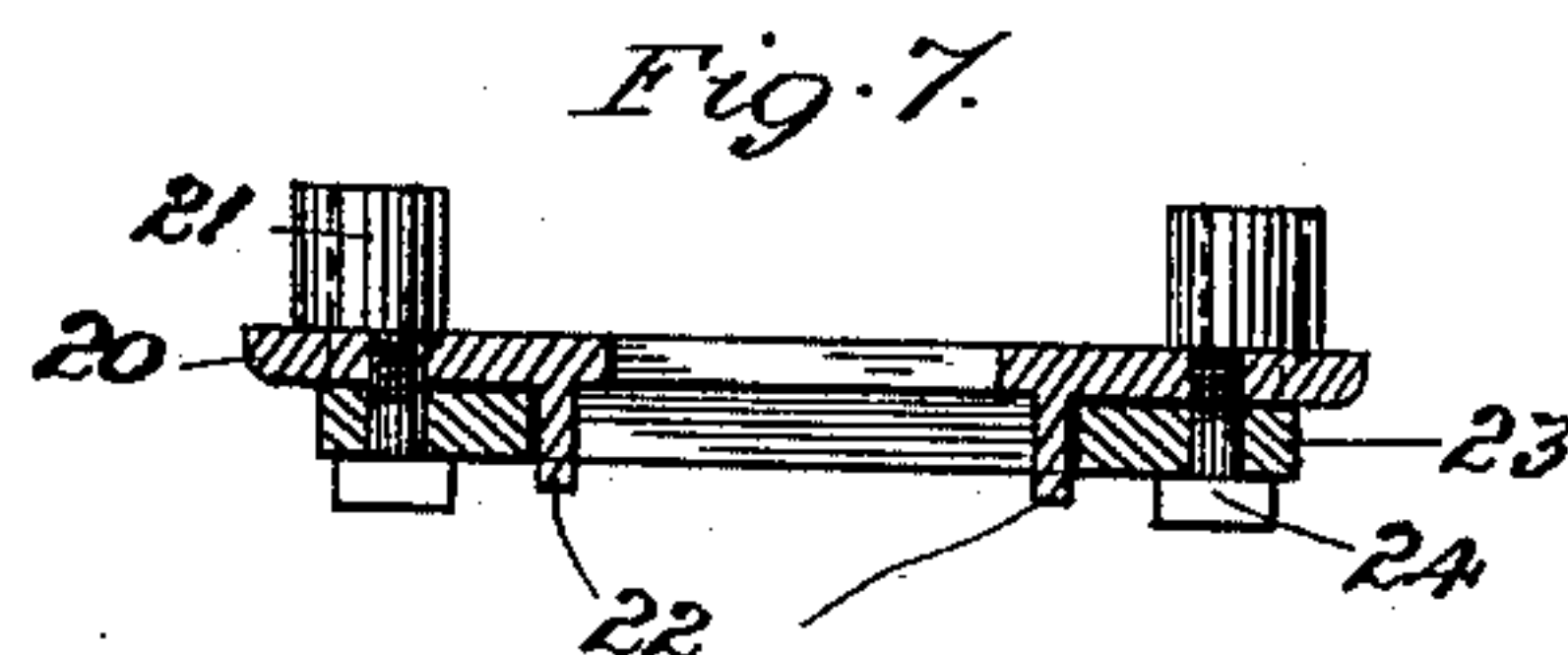
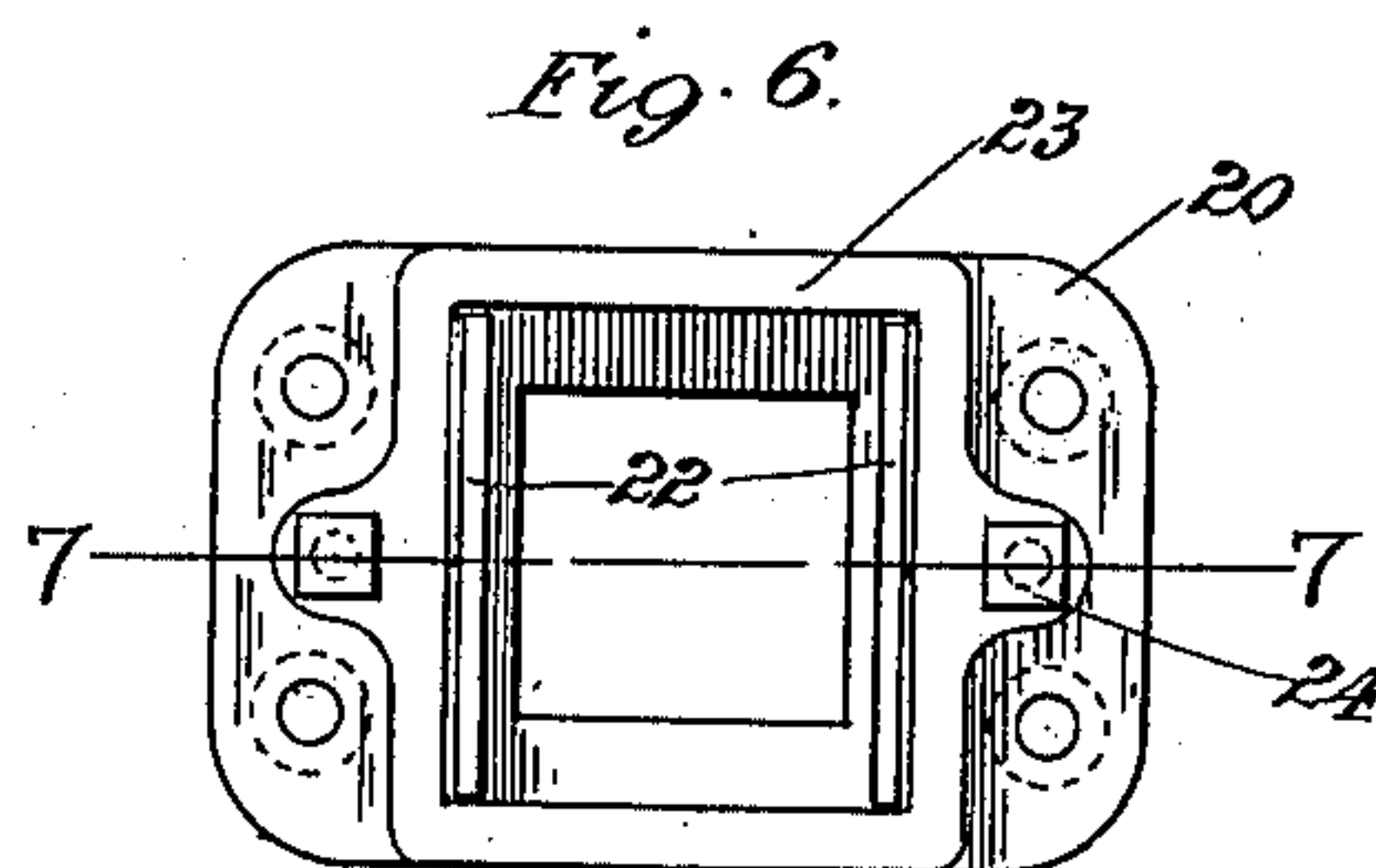
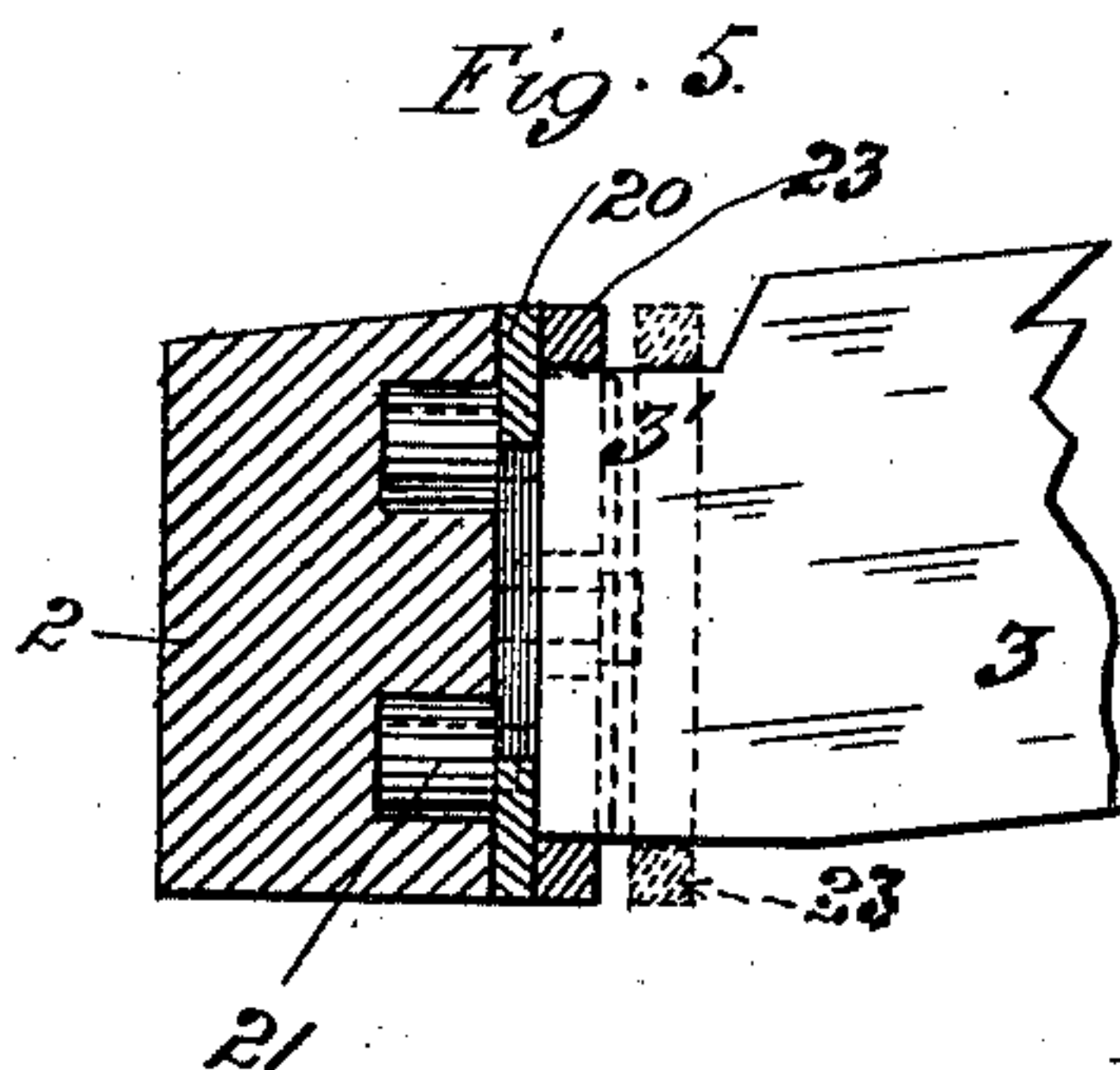
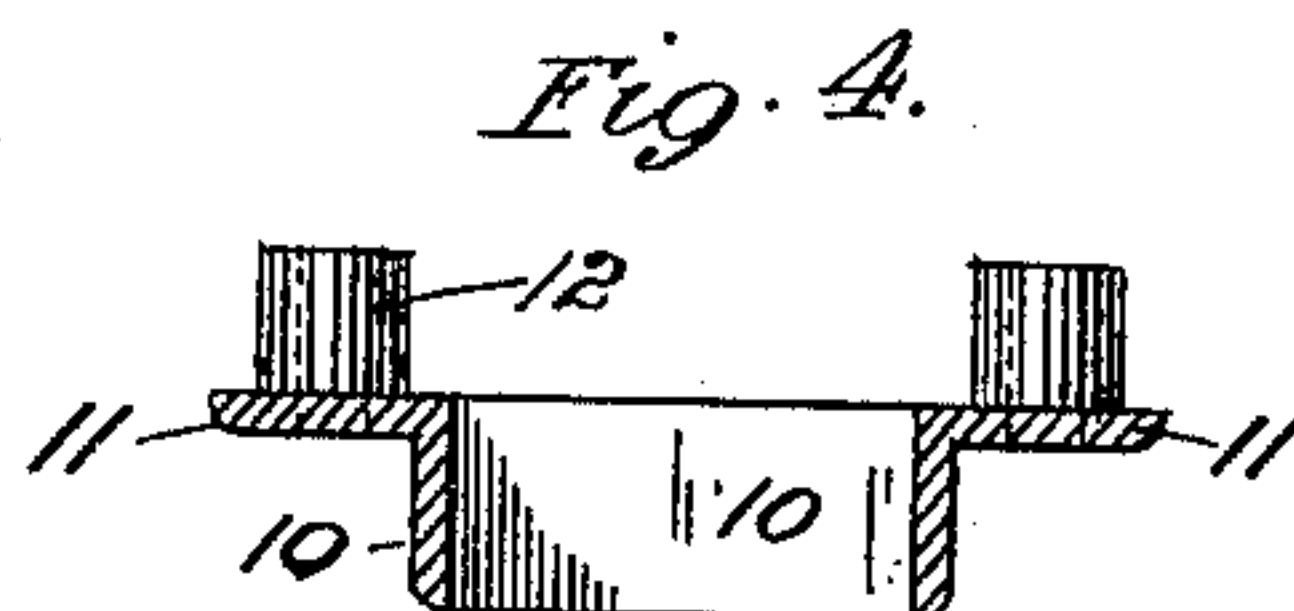
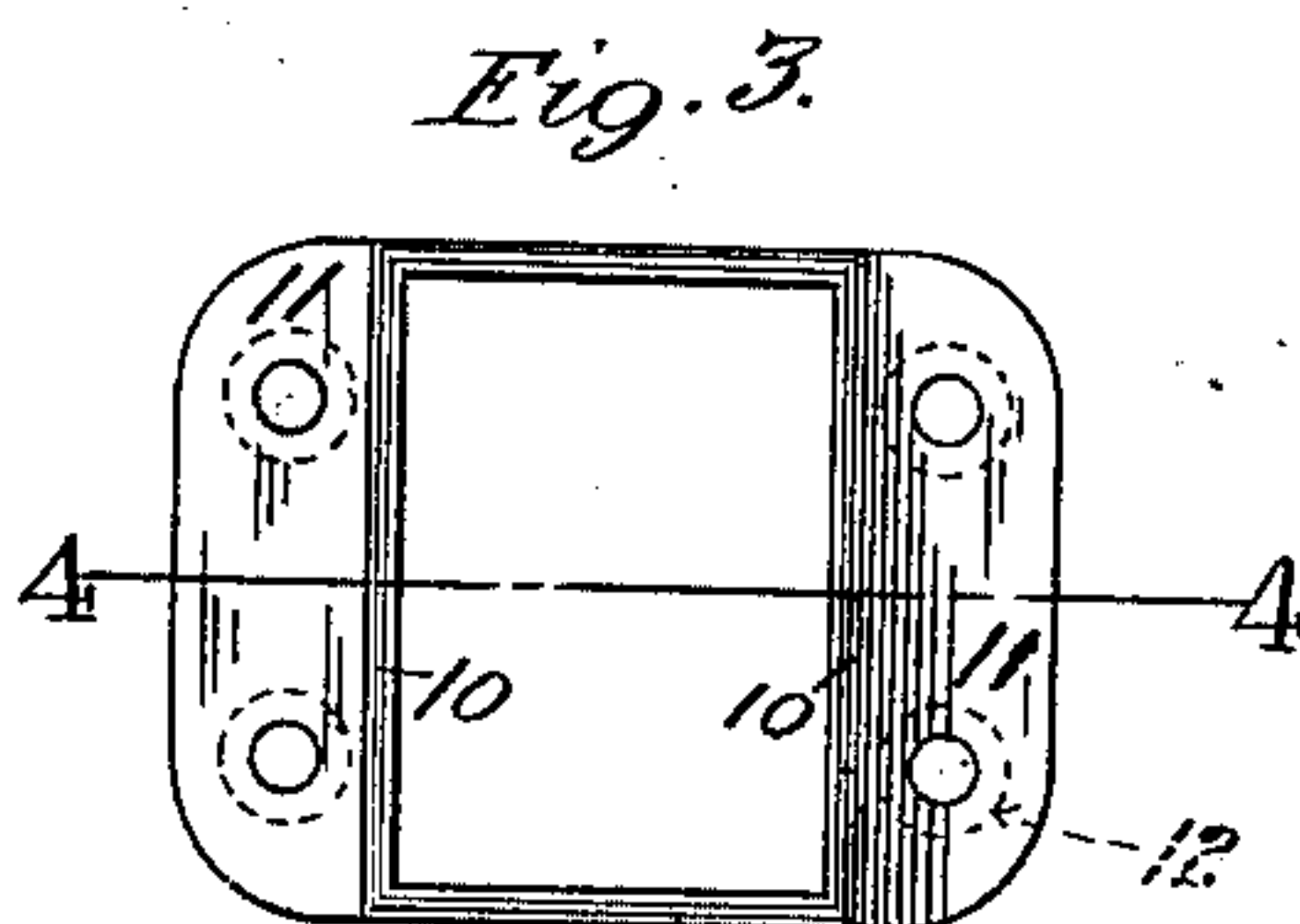
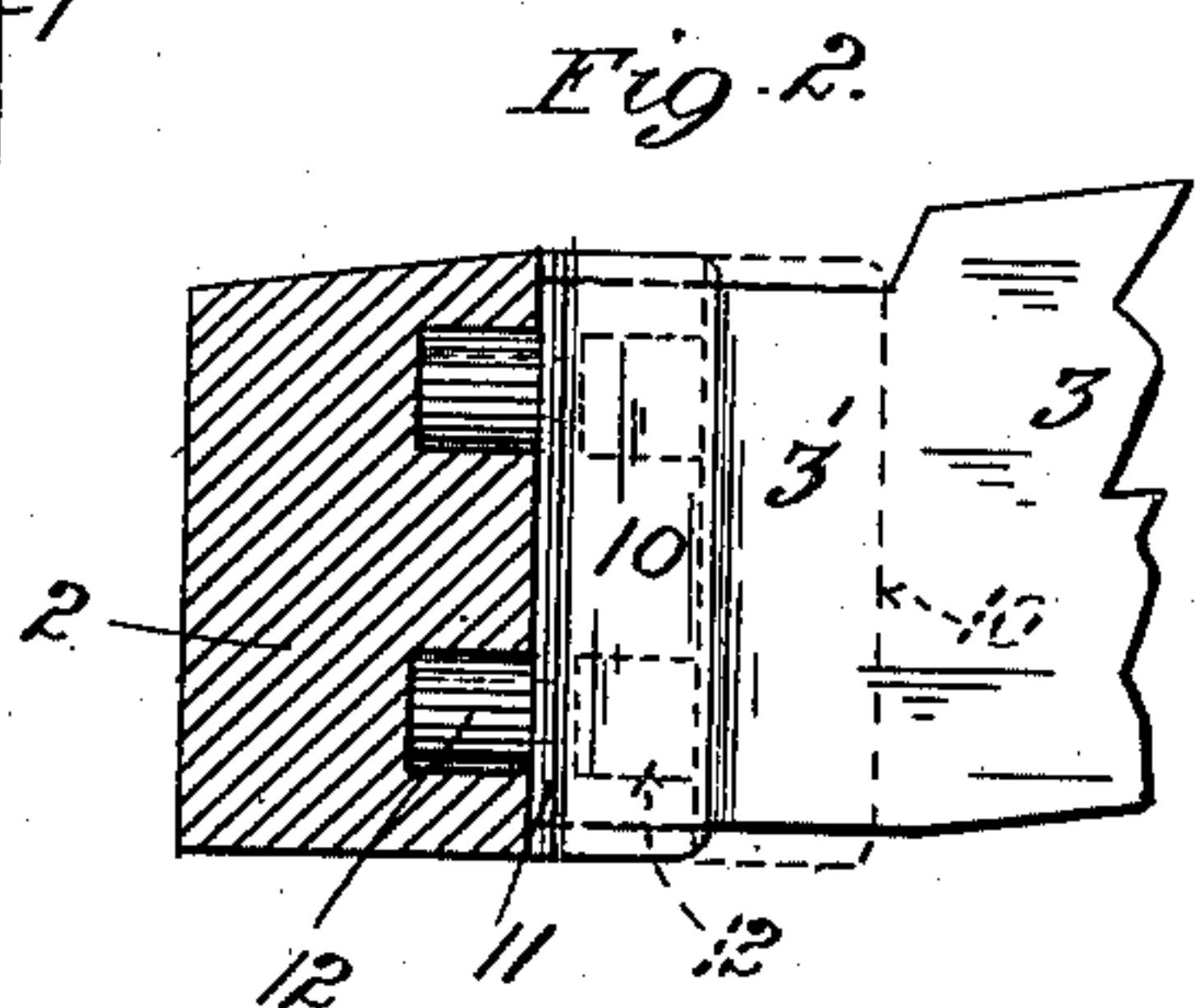
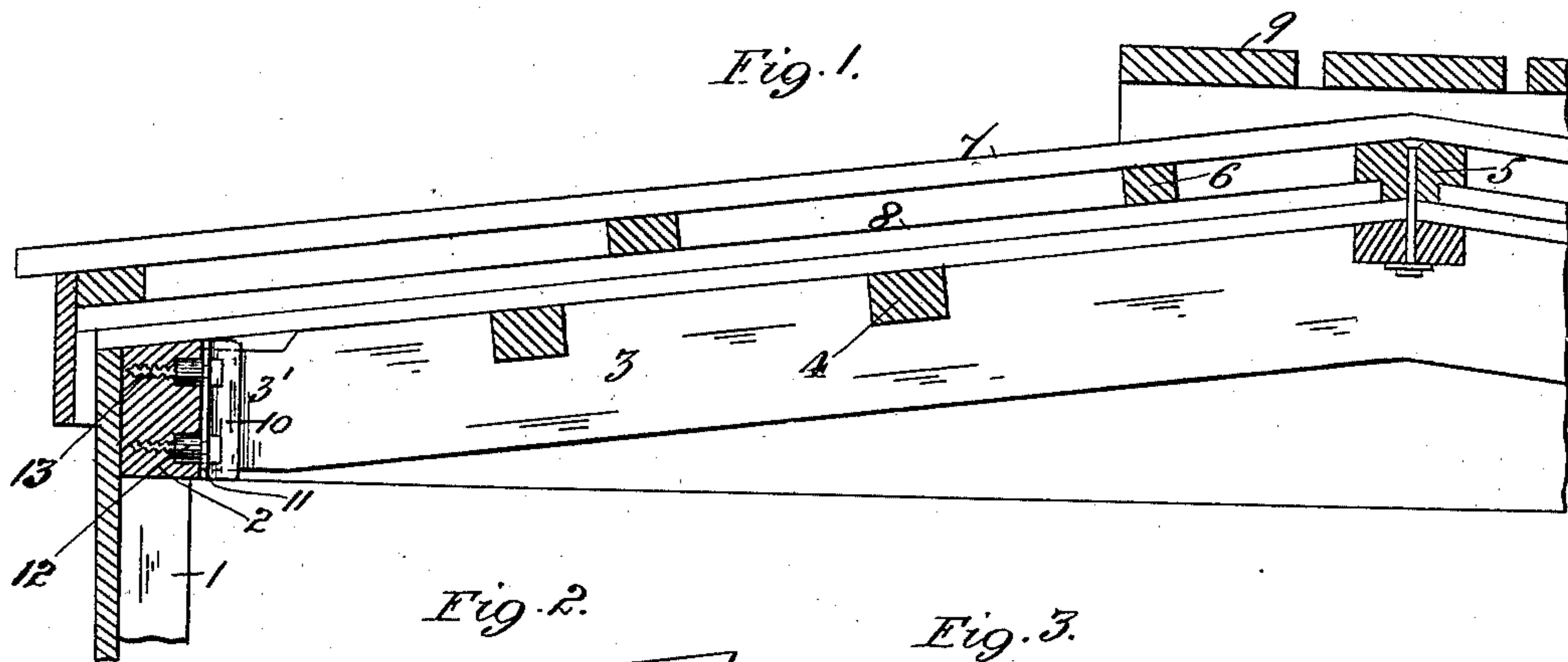
No. 668,480.

Patented Feb. 19, 1901.

A. R. BELT.
CARLINE POCKET.

(Application filed May 21, 1900.)

(No Model.)



WITNESSES
Edward A. Currell
Dec Sale

INVENTOR
Arthur R. Bell
by Ernest Starnell atty

UNITED STATES PATENT OFFICE.

ARTHUR R. BELT, OF ST. LOUIS, MISSOURI, ASSIGNOR TO WESTERN
RAILWAY EQUIPMENT COMPANY, OF ILLINOIS.

CARLINE-POCKET.

SPECIFICATION forming part of Letters Patent No. 668,480, dated February 19, 1901.

Application filed May 21, 1900. Serial No. 17,478. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR R. BELT, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Carline-Pockets, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in carline-pockets for freight-cars and similar structures; and it consists in the novel arrangement and combination of parts more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is a transverse section of one-half of a freight-car of prevailing construction, showing my invention applied thereto. Fig. 2 is a side elevation of the pocket, with the end of the carline supported thereby, and showing the side plate of the car in cross-section. Fig. 3 is a front elevation of the pocket. Fig. 4 is a longitudinal section on line 4 4 of Fig. 3. Fig. 5 is a vertical middle section of a modified form of pocket, showing the end of the carline in face elevation and the side plate in cross-section, Fig. 6 is a front elevation of the modification shown in Fig. 5, and Fig. 7 is a longitudinal horizontal section on line 7 7 of Fig. 6.

The object of my invention is to construct a carline-pocket which will facilitate the removal of the carline from the side plate of the car in case of breakage or damage to carline or side plate or injury or damage to any other portion of the car necessitating such removal.

In detail the invention may be described as follows:

Referring to the drawings, 1 represents the uprights, 2 the side plates, 3 the carlines, 4 the purlins, 5 the ridge-pole, 6 the roof-strips, 7 the roof-boards, 8 the rafters, and 9 the running-board, of an ordinary freight-car. To these no claim is made, as they constitute a well-known construction. The carlines in the present instance are provided with reduced horizontal ends or extensions 3' for a purpose to presently appear.

Referring specifically to Figs. 1 to 4, inclusive, 10 represents an open pocket provided

along two opposite longitudinal edges with lateral wings or plates 11, with which are integrally formed the rearwardly-projecting hollow or tubular dowel-pins 12, adapted to enter depressions or sockets formed in the side plates 2 and be secured thereto by screws 13. The pockets receive the extensions 3' of the carline, and in case of damage to the car necessitating the removal of the carline the pocket is simply loosened from the side plate by removing the screws 13 and slipped along the extension 3' until the dowel-pins are withdrawn from their sockets in the side plates, (see dotted lines, Fig. 2,) when the carline (which when in place butts up against the side plate) is free to drop from its point of suspension.

Instead of forming the pocket of a single piece I may, as seen from Figs. 5 to 7, inclusive, construct the same of two sections—a stationary member or section 20, provided with dowels 21, the opening of the plate being bounded on either side by vertical walls 22, between which the carline is confined, the latter being then supported by the basal member of a rectangular strap 23, comprising the movable section, which is bolted to the main plate by bolts 24. When occasion requires the removal of the carline, the strap 23 is slipped along the extension 3' until it clears the lateral supporting-walls 22, when the carline (now unsupported) will be ready to drop from its fastenings.

While the present device is distinctively referred to as a "carline-pocket," it may be employed as a sill-pocket, and I do not wish to be understood as limiting its application to carlines merely. It is apparent, too, that the device is susceptible of slight alterations without departing from the spirit of my invention.

Having described my invention, what I claim is—

1. A carline-pocket having a central opening, and bounding-walls for the support of the carline, horizontal carline extensions adapted to rest in the pocket, lateral wings for securing the pocket to the side plate of the car, the pocket being movable along the extensions sufficiently to clear the side plate

and permit the carline to drop, substantially as set forth.

2. The combination with a carline-pocket having a central opening and bounding supporting-walls, and lateral wings for connecting the same to the side plates of the car of a
5 carline having a horizontal extension along which the pocket is movable, and which the

pocket directly supports when secured to the car-frame, substantially as set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

ARTHUR R. BELT.

Witnesses:

EMIL STAREK,
LEE SALE.