C. T. WESTLAKE.

COUPLING DRAW BAR POCKET FOR LOCOMOTIVE ENGINES AND THE LIKE.

APPLICATION FILED JAN. 29, 1909.

929,062. **Patented July 27, 1909.**

Fig. 1.

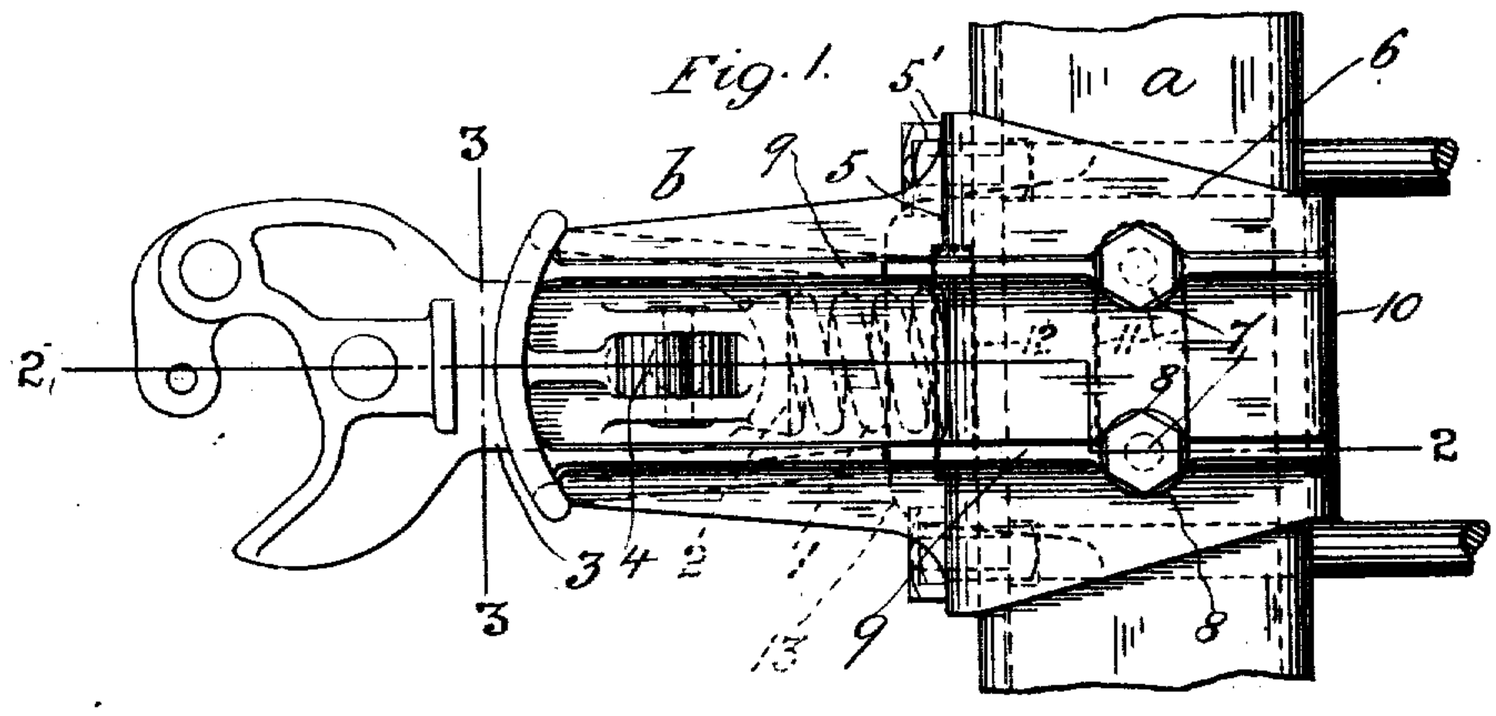


Fig. 2.

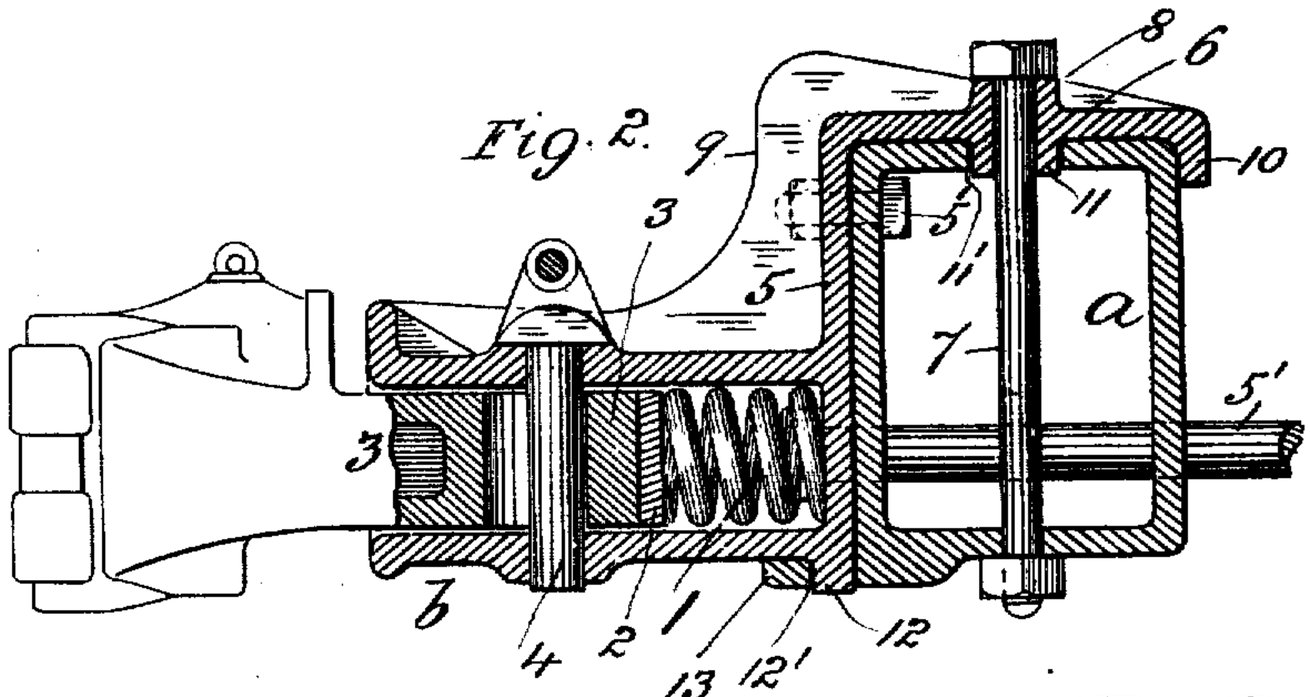


Fig. 3.

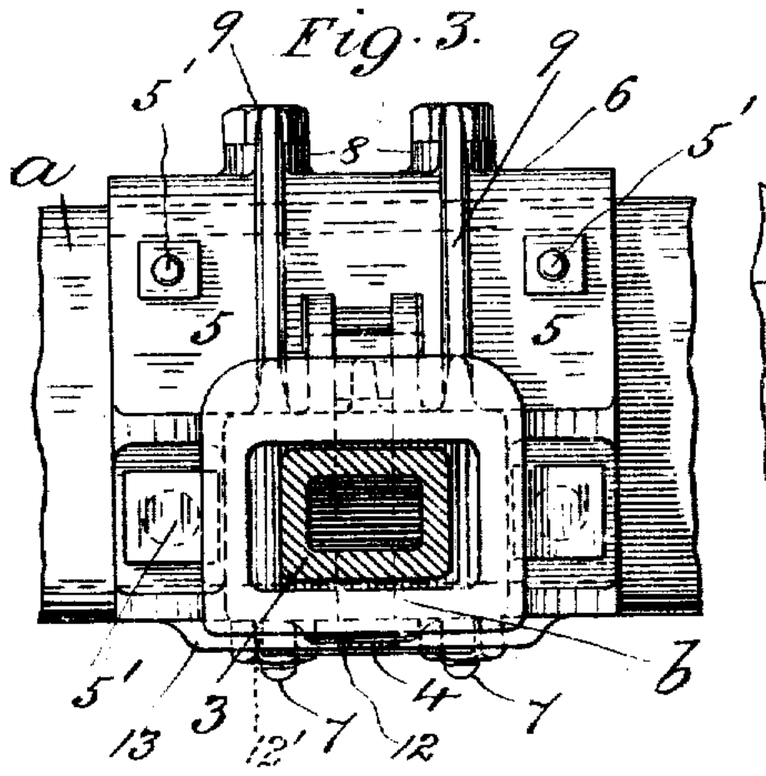
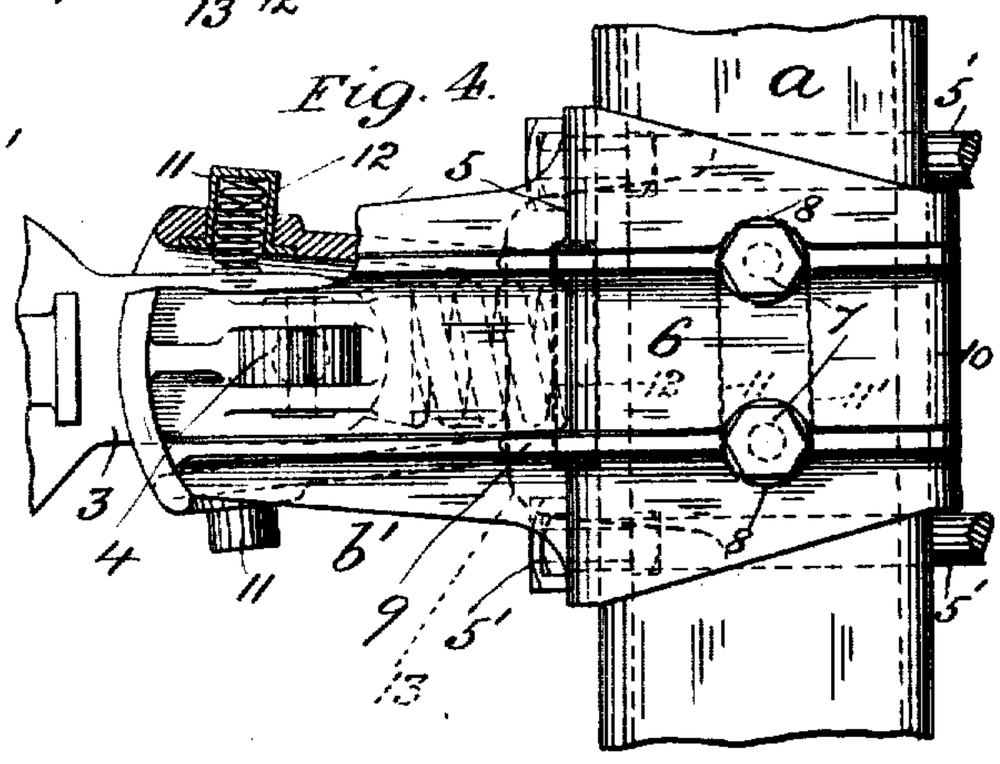


Fig. 4.



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COUPLING DRAW-BAR POCKET FOR LOCOMOTIVE-ENGINES AND THE LIKE.

No. 929,062. Specification of Letters Patent. Patented July 27, 1909.

Application filed January 29, 1909. Serial No. 474,909.

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a new and useful Improvement in Coupler Draw-Bar Pockets for Locomotive-Engines and the Like, of which the following is a specification.

My invention relates to the coupler draw-bar pocket of a locomotive engine frame, also applicable to a railroad car or other vehicle frame.

Ordinarily, the coupler draw-bar pocket is fixed to the front side of the engine pilot-beam by bolts inserted horizontally or transversely through the rear flange or member of the pocket and through the front wall of the beam, whereby, in the operation of the draw-bar and consequent downward stress on the pocket, the bolts are liable to become loosened and so cause the pocket to be tilted outward at the top or fall away from its proper bearing against the beam.

My invention has for its object to overcome this defect and consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1, is a top plan view of my improved coupler draw-bar pocket applied to the pilot-beam of a locomotive engine; Fig. 2, a vertical longitudinal section thereof on line 2, 2, in Fig. 1; Fig. 3, a vertical transverse section through the coupler-shank on line 3, 3, in Fig. 1, showing the pocket and middle portion of the pilot-beam in front elevation, and Fig. 4, a view corresponding to Fig. 1, of the pocket (broken away), showing the application thereto of side centering springs for the coupler-shank.

Like letters and numerals of reference denote like parts in all the figures.

Referring to Figs. 1, 2, and 3, *a* represents the middle portion of a locomotive engine pilot-beam composed preferably, of cast steel and box-shaped in cross section, and *b* the coupler draw-bar pocket to be attached thereto, the pocket *b* in the present case being preferably closed at its inner end and adapted to receive the "buffing" spring 1, follower plate 2, and coupler-shank 3, which is slotted longitudinally and pivoted horizontally to the walls of the pocket *b* by the vertically arranged pin 4. Or the coupler-shank 3 may be pivoted to the pocket *b* without the spring and follower as the case may be.

In carrying out my invention the rear flange or vertical member 5 of the pocket *b* which is adapted to bear against the front side of the beam *a* and secured thereto by the horizontal bolts 5′, is formed at the top with a rearwardly projecting horizontal plate 6 which is adapted to extend across and bear upon the top of the beam *a* to which it is fixed by bolts 7 passed vertically, preferably, through bosses 8 formed therefor on the plate 6, and through the beam *a* as shown, the pocket *b* with its rear flange or member 5 and plate 6 being preferably, reinforced by parallel ribs 9 extending from the outer end or mouth of the pocket *b* and intersecting the bosses 8 on the plate 6.

The plate 6 along its rear edge is preferably formed with a depending flange or lip 10 which is adapted to overlap and bear against the rear side of the beam *a*, while on the underside of the plate 6, preferably around and between the openings therethrough for the bolts 7, is preferably formed a projection 11 which is adapted to engage in a correspondingly shaped opening 11′ formed through the top wall or equivalent part of the beam *a*, the flange or lip 10 and the projection 11 being either used together, or one without the other as found most suitable in practice. Furthermore, the rear flange or member 5 of the pocket *b* is formed at the bottom, or thereabout along the underside of the pocket *b*, with a vertically depending rib or lug 12 which in assembling the parts, engages simultaneously with the engagement of the flange or lip 10 and projection 11 respectively, with the rear side of and the opening 11′ through the beam *a*, in a corresponding opening 12′ formed through a flange 13 which projects horizontally from the front side of the beam *a* preferably at the bottom, and is integral therewith as shown, whereby the pocket *b* is interlocked with, and firmly secured by the bolts 5′ and 7 to, the beam *a*, so that in the operation of the coupler-shank 3 and consequent downward stress and tendency to loosen the bolts 5′, the pocket *b* is prevented from corresponding play and its normal proper position and bearing against the front side of the beam *a* maintained at all times.

In cases where the construction of the

beam *a* prevents the use of the overlapping flange or lip 10 against its rear side, the pocket *b* is interlocked with the beam *a* by its projection 11 through the opening therefor in the beam *a* alone, in combination or not with the bottom rib or lug 12.

Fig. 4, shows a pocket *b'* having its side walls adapted to receive housings 14 for the side centering springs 15 of the coupler-shank 3, but otherwise is similar in construction to the pocket *b* before described.

What I claim as my invention and desire to secure by Letters Patent is:—

1. The combination with a locomotive pilot-beam, of a coupler draw-bar pocket having a rear member adapted to bear gainst the front side of the beam, a plate projecting rearwardly from the said member across, and against the top of the beam, a projection on the underside of the plate adapted to engage in a corresponding opening in the beam thereat, and means for fixing the pocket to the beam, substantially as described.

2. The combination with a locomotive pilot-beam, of a coupler draw-bar pocket having a rear member adapted to bear against the front side of the beam, a plate projecting rearwardly from the said member across, and against the top of the beam, and overlapping the rear side thereof, a flange projecting horizontally from the front of the beam and having an opening therethrough, a lug dependent from the underside of the pocket and adapted to engage in the said opening, and means for fixing the pocket to the beam, substantially as described.

3. The combination with a locomotive pilot-beam, of a coupler draw-bar pocket having a rear member adapted to bear against the front side of the beam, a plate projecting rearwardly from the said member across, and against the top of the beam, a projection on the underside of the plate adapted to engage in a corresponding opening in the beam thereat, a flange projecting horizontally from the front of the beam and having an opening therethrough, a lug dependent from the underside of the pocket and adapted to engage in the said opening, and means for fixing the pocket to the beam, substantially as described.

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