June 19, 1923.

1,459,276

E. S. BECKETTE

DRAWBAR POCKET

Filed Aug. 21. 1922

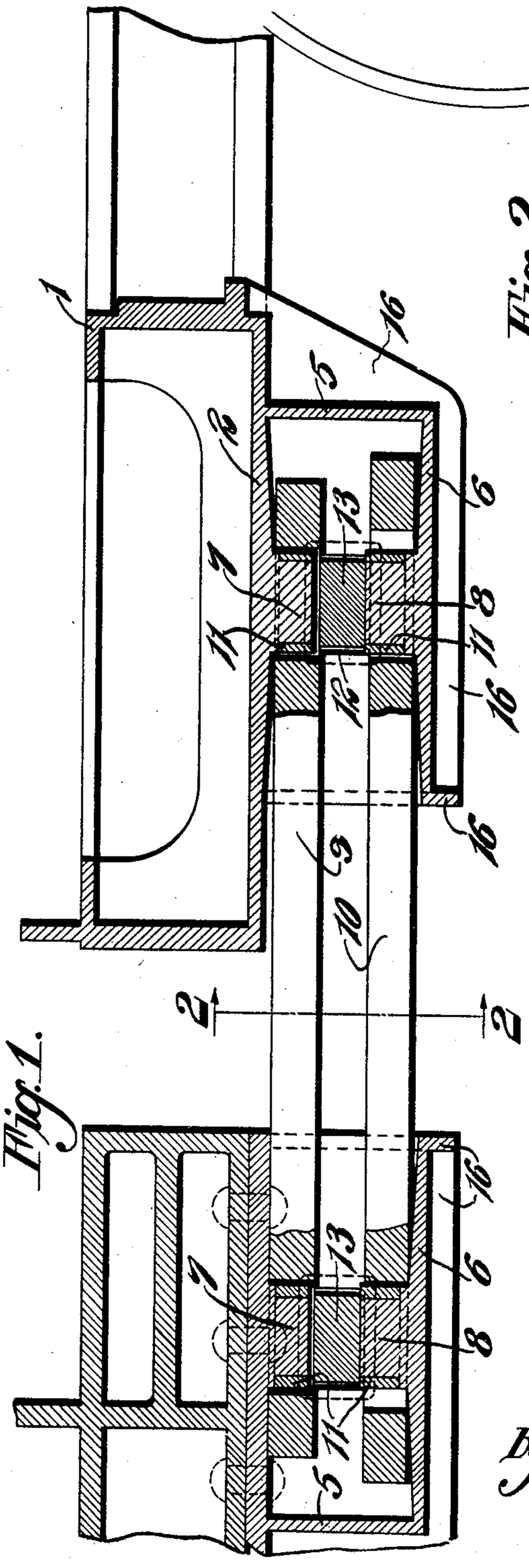

Fig. 1.

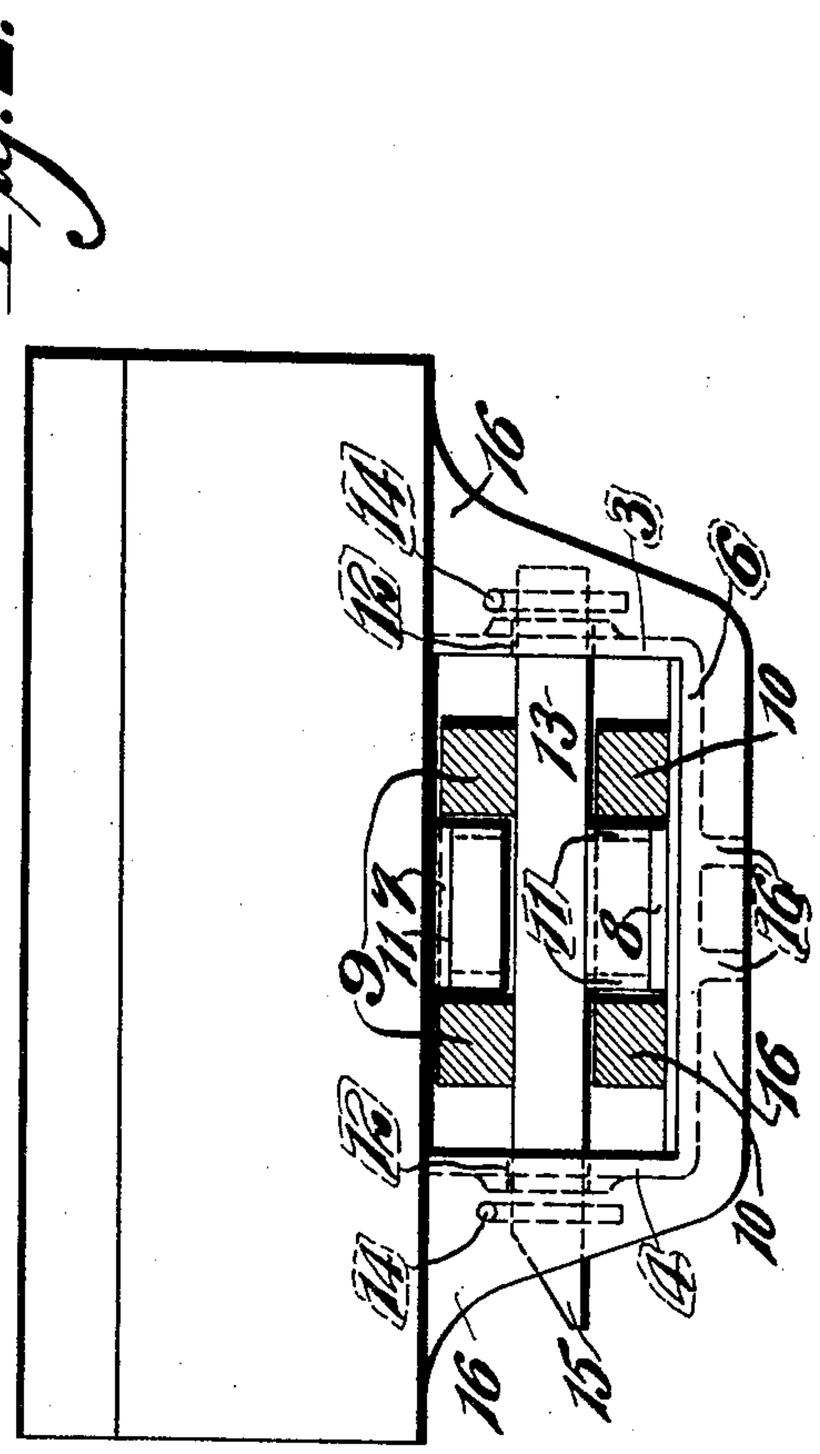

Fig. 2.

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UNITED STATES PATENT OFFICE.

EDMUND S. BECKETTE, OF EAST ST. LOUIS, ILLINOIS, ASSIGNOR TO COMMONWEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

DRAWBAR POCKET.

Application filed August 21, 1922. Serial No. 583,233.

To all whom it may concern:

Be it known that I, EDMUND S. BECKETTE, a citizen of the United States, residing at East St. Louis, Illinois, have invented a certain new and useful Improvement in Drawbar Pockets, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this application.

My invention relates to railroad rolling stock and consists in an improved drawbar pocket especially adapted for use on the locomotive and tender where the coupling comprises links which are duplicated to provide service and emergency couplings.

The objects of my invention are to provide a simple construction of the pockets, a maximum of strength in a minimum space and especially to reduce the vertical extension of the pocket member below the locomotive or tender frame.

On account of the application of booster engines to locomotives, it is necessary to have the drawbar pocket on rear end of engine as shallow as possible and still accommodate the upper service drawbar and lower emergency drawbar, pivoting about a common vertical center. I obtain this result by casting integral bosses in the drawbar pocket and providing them with metal bushings which can be replaced when worn.

In the accompanying drawings which illustrate a selected embodiment of my invention,—

Figure 1 is a longitudinal section through the rear of the locomotive and the front of a tender equipped with my invention.

Figure 2 is a transverse vertical section taken on the line 2—2 of Figure 1.

The pocket is applied to the rear end of the locomotive frame 1 with its open side extending rearwardly. The frame is here shown as a casting and the pocket illustrated as formed integral therewith, having the lower surface 2 of the frame for its upper wall, side walls 3 and 4, a rear wall 5, and a bottom wall 6. Integral with top wall 2 and bottom wall 6 are circular bosses 7 and 8, respectively, the former extending downwardly and the latter extending upwardly from the surrounding wall surface for a distance approximately the same as the thickness of the coupling links 9 and 10. The distance between the horizontal planes bounding the lower face of the boss 7 and the upper face of boss 8 is equal to or somewhat greater than the thickness of links 9 and 10. Renewable bushings 11 are placed upon bosses 7 and 8 and are preferably formed of harder material than the bosses. These bushings are intended to receive the wear produced by sliding contact with the links and withstand same better than the bosses would, besides having an additional advantage of being renewable.

The side walls 3 and 4 of the pocket are provided with openings 12 for the insertion and retaining of a removable transverse member 13 which is located between links 9 and 10 and prevents dropping of link 9 or the rise of link 10 and therefore locks these links in boss engaging position. Member 13 is provided with cotters 14 at each end and is preferably beveled as indicated at 15 on one end to facilitate its insertion between links 9 and 10.

In applying the pocket to the tender frame, I have shown it as a separate casting secured to the frame by suitable bolts or rivets instead of being cast integrally with the tender frame. The essential features of the pocket and the securing of the links therein are retained however.

While I have illustrated both upper and lower bosses provided with hardened bushings, it is likely that in practice the lower boss, adapted to be engaged by the emergency coupler, will not be bushed as its service is more limited and the additional wearing element is unnecessary.

Suitable reinforcing ribs 16 are indicated on the castings and it will be understood that these may be altered or increased as desired and other modifications in the details of my invention may be provided without departing from the spirit of the invention as expressed in the following claims.

I claim:

1. In a drawbar pocket, an upper wall, a lower wall, opposed bosses on said walls each adapted to be engaged by a drawbar, and a removable member positioned between said bosses and of greater sectional area than said bosses to retain said drawbars in engagement with said bosses.

2. In a drawbar pocket, an upper wall, a lower wall, opposed bosses on said walls, each adapted to be engaged by a drawbar, and

means for maintaining engagement of said bosses by drawbars positioned in said pocket.

3. In a drawbar pocket, an upper wall, a lower wall, opposed bosses in said walls, each adapted to be engaged by a drawbar, and a removable member extending transversely of the pocket between the ends of said bosses.

4. In a drawbar pocket, an upper wall, a lower wall, opposed bosses in said walls, each adapted to be engaged by a drawbar, a removable member extending transversely of the pocket between the ends of said bosses, and means on the outside of said pocket for securing said member in position.

5. In combination with a drawbar pocket having side walls, an upper wall, a lower wall, and opposed bosses on said walls adapted to be engaged by respective drawbars, a removable member extending transversely of the pocket between the ends of said bosses and through said side walls, and removable means in said member for engaging said side walls.

6. In combination, a drawbar pocket having an interior, the height of which is approximately three times the thickness of the drawbar to be inserted therein, a boss projecting upwardly from the bottom of the pocket approximately the distance of the thickness of a drawbar, and a similar boss projecting downwardly from the top of the pocket the same distance, drawbars engaging said bosses longitudinally, and a removable member positioned between said bosses and approximately as thick as the distance between the opposed faces of said bosses.

7. In combination, a one-piece drawbar pocket casting having upwardly and downwardly projecting bosses in its interior, the opposing faces of said bosses being spaced apart, and replaceable bushings of hardened material inserted between said bosses and fitted over the same.

8. In a one-piece locomotive frame, having a horizontal pocket extending inwardly from one end thereof, integral bosses on the upper and lower walls of said pocket adapted to engage a drawbar link, the side walls of said pocket being provided with openings adapted to receive a removable transverse member positioned intermediate the planes of the ends of said bosses.

9. In combination, a one-piece drawbar pocket casting having upwardly and downwardly projecting bosses in its interior, the opposing faces of said bosses being spaced apart, and a replaceable bushing of hardened material inserted between said bosses and fitted over one of the latter.

In testimony whereof I hereunto affix my signature this 12th day of August, 1922.

EDMUND S. BECKETTE.