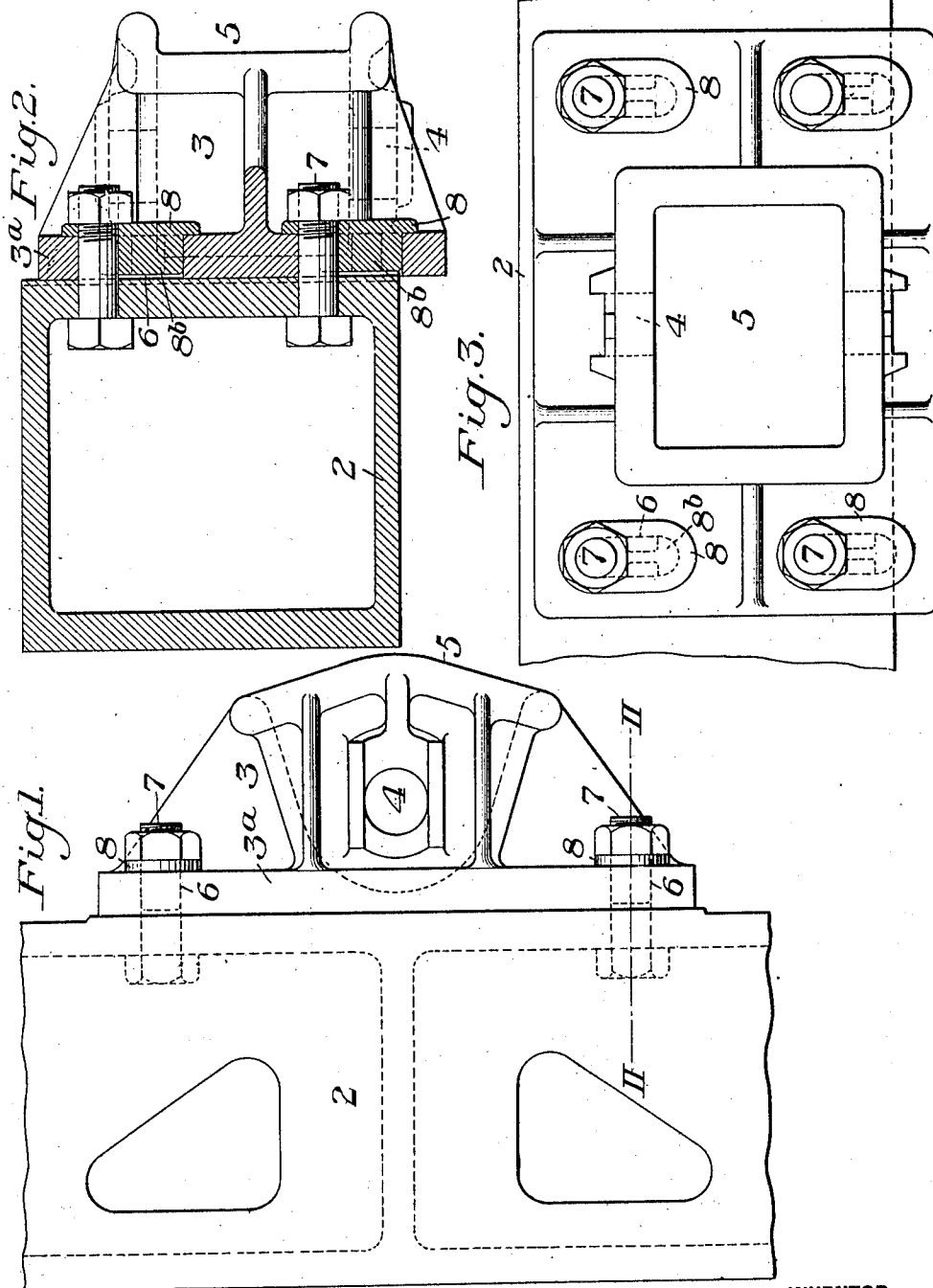


W. E. COFFIN.
ENGINE COUPLING POCKET.
APPLICATION FILED NOV. 12, 1910.

Patented Feb. 4, 1913.

1,051,863.

2 SHEETS-SHEET 1.



WITNESSES
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W. J. Mariss

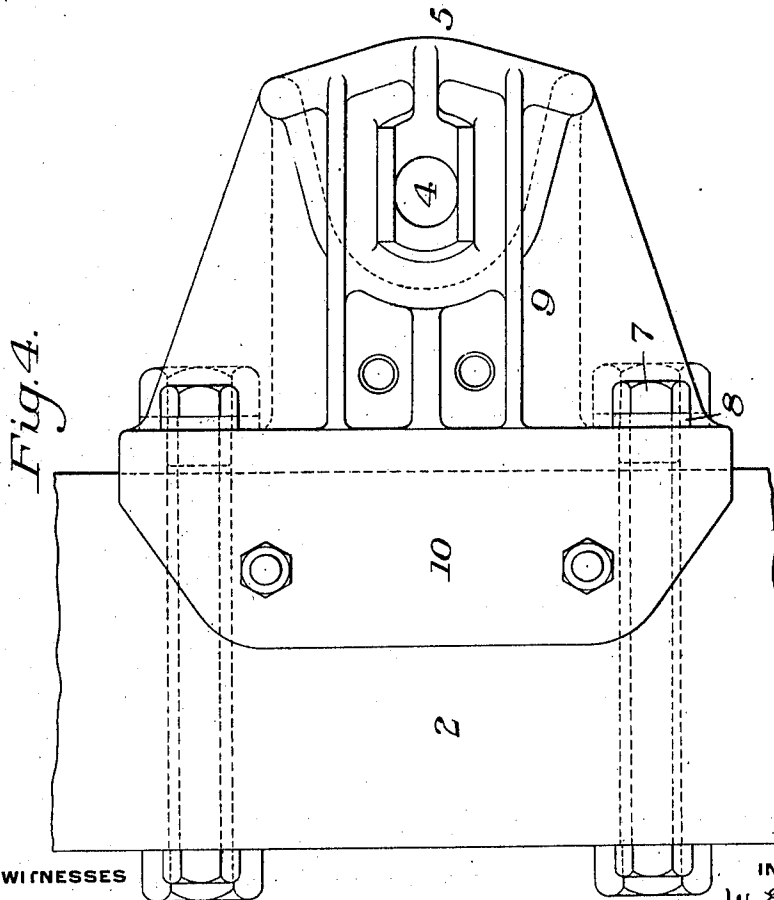
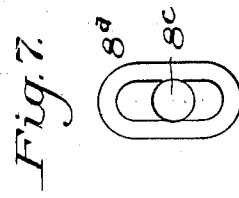
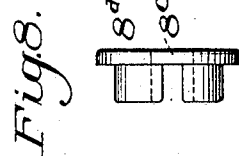
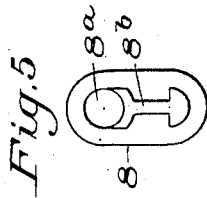
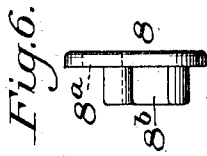
INVENTOR
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by Baker, Byrnes & Samuelson,
his Attys.

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2 SHEETS—SHEET 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

WALTER E. COFFIN, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

ENGINE-COUPLING POCKET.

1,051,863.

Specification of Letters Patent.

Patented Feb. 4, 1913.

Application filed November 12, 1910. Serial No. 592,112.

To all whom it may concern:

Be it known that I, WALTER E. COFFIN, a citizen of the United States, and a resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Engine-Coupler Pockets, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top plan view, showing one form of pocket embodying my invention attached to the pilot beam of an engine; Fig. 2 is a section on the line II—II of Fig. 1; Fig. 3 is a front view; Fig. 4 is a plan view, showing a modified form of pocket; Figs. 5 and 6 are detail views, showing one form of one of the shims or washers; and Figs. 7 and 8 are similar views, showing another form of shim or washer.

My invention has relation to pockets for engine or tender couplers, and is designed to provide means of simple and efficient character by which the pockets may be readily adjusted to compensate for the change in elevation of the pocket and coupler, due to wear and the consequent drooping of the coupler head.

The nature of my invention will be best understood by reference to the accompanying drawings, in which I have shown the preferred embodiments thereof, and which will now be described, it being premised, however, that various changes may be made in the construction and arrangement of the parts by those skilled in the art, without departing from the spirit and scope of my invention, as defined in the appended claims.

In these drawings, the numeral 2 designates the pilot beam of an engine, and 3 is a casting which is, in general, of a form well known in this art and commonly termed an engine or tender pocket. This pocket is provided with a vertically extending pin hole 4, and has a bell-shaped mouth or pocket portion 5, in which is pivoted the short shank of an engine coupler (not shown) by means of a pin inserted through the hole 4. The casting 3 is formed with a base portion 3^a, by means of which it is secured to the pilot beam. This base portion is provided with a plurality of bolt holes 6, which are elongated in a vertical direction and through which pass the securing bolts 7,

which fasten the pocket to the pilot beam. Placed in each of these bolt holes is a washer 8, which is preferably of the form shown in Figs. 5 and 6, and which comprises a flat base portion having a hole 8^a therethrough for the reception of a bolt 7, and also having a rearwardly projecting boss 8^b, which extends through the slot 6. The hole 8^a of the washer is symmetrically placed with respect to the vertical axis of the washer, but is unsymmetrically placed with respect to its horizontal axis, so that if the washers are withdrawn from the position where their bosses engage the slotted holes in the base plate of the pocket and are rotated through an angle of 180 degrees and then reinserted, the bolt holes 8^a in the washers will have been displaced vertically relative to the pocket through a distance equal to twice the distance of these holes from the horizontal axes of the washers; therefore, when the securing bolts 7 are again inserted within these holes and are attached to the pilot beam in the same position as formerly, the pocket will have been raised vertically relative to the pilot beam and securing bolts by this same amount. The purpose of this adjustment will be readily understood. When a pocket is applied new to a pilot beam or end sill, the washers are first inserted in place, so that the holes 8^a are in their higher positions, and the bolts 7 are then passed therethrough to secure the pocket to the beam or end sill. After a certain amount of wear has taken place, particularly within the mouth of the pocket and around the hole for the pivot pin, the coupler head will often droop to such an extent as to make it difficult to effect couplings or to make the liability of accidental uncoupling very great, on account of the difference in vertical level between two approaching couplers. When this amount of wear has taken place, it is very desirable to have some means of simple and effective character for raising the coupler head. In my Patent No. 835,726, dated November 13, 1906, I accomplished this by means of shims which could be placed in the pocket either above or below the coupler shank, thereby holding the same at the desired level. One disadvantage in the use of shims of this character is that it necessitates the use of a greater unsupported length of pivot pin for the coupler than is neces-

sary where only the coupler shank itself is within the pocket. In the latter case, the unsupported length of the pivot pin need only be equal to slightly more than the depth of the coupler shank, whereas where shims of the character of my prior patent are employed, the unsupported length of the pin is equal to the depth of the coupler shank, plus the thickness of one or more of the shims. By the present invention, the desired adjustment may be very readily and easily accomplished by a simple change in the position of the washers and without the necessity of forming new bolt holes in the pilot beam or end sill.

Figs. 7 and 8 show another form of washer 8^a which is, in general, similar to the washer shown in Figs. 5 and 6, except that its bolt hole 8^c is not unsymmetrical with respect to the horizontal axis of the washer. This washer is designed to be used as a means for affording an adjustment intermediate the extreme positions provided by the reversal of the washer, first described. That is to say, when the pocket is first applied, it is preferable to put it in place with the washers 8 having their holes in the uppermost position. When a small amount of adjustment is required, the washers 8 can then be removed and the washers shown in Figs. 5 and 6 inserted in their place. In this case, the pocket will be raised by an amount about one-half as great as if the washers 8 had been turned through an angle of 180 degrees.

The form of my invention shown in Fig. 4 differs from the form shown in the other figures only in the form of the pocket casting 9. In this figure, this casting is shown as having a rearwardly extending flange 10, which is adapted to be secured to the upper side of the pilot beam or end sill and thus assist in supporting the pocket.

The advantages of my invention will be readily apparent from the foregoing specification, since it provides an exceedingly simple, convenient and practical means of attaining the desired adjustment.

I claim:

1. In a coupler of the character described, a coupler pocket, a base plate for attachment to a railway vehicle, elongated slots in the base plate, reversible filler blocks for seating in said slots, and securing bolts, one end of each filler block being recessed to engage one of the securing bolts within a slot, the said filler blocks and the bolts comprising means for positioning the base plates at varying heights.

2. In a coupler of the character described, a coupler pocket, a base plate for attachment to a railway vehicle, an elongated slot in the base plate, securing bolts for the slots, reversible filler blocks, each having one end shaped to seat in the end of a slot, the other end having a semi-circular recess arranged to seat against a securing bolt, and a reinforcing boss formed integrally with the filler block, the said boss having a concave portion forming a continuation of the semi-circular recess of the bolt opening in the filler block, the said bolts and filler blocks comprising means for positioning the base plate at varying heights.

3. In a coupler of the character described, a coupler pocket, a base plate for attachment to a railway vehicle, elongated slots in the base plate, securing bolts in the slots, reversible filler blocks engaging the securing bolts, each block being comprised of a face plate bearing against the base plate and a rearwardly extending portion for seating in a slot, one end of the rearwardly-extending portion being shaped to seat in one end of a slot and the other end consisting of a reinforcing boss adapted to support one-half of a securing bolt, the said filler blocks and bolts comprising means for positioning the base plate at varying heights.

In testimony whereof, I have hereunto set my hand.

WALTER E. COFFIN.

Witnesses:

CHESTER K. BROOKS,
HARRY E. ORR.