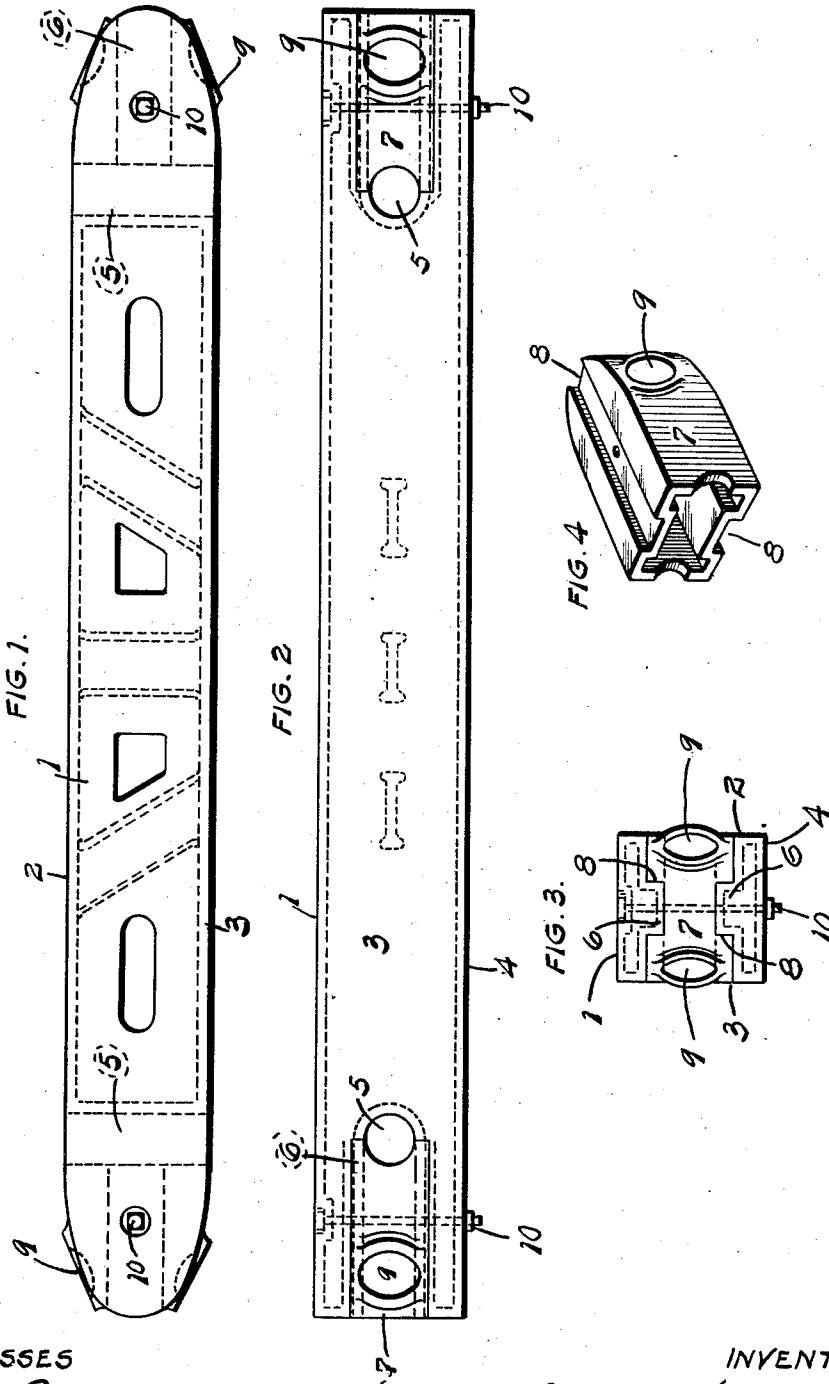


C. T. WESTLAKE.
 BUFFER BEAM.
 APPLICATION FILED SEPT. 2, 1911.

1,016,593.

Patented Feb. 6, 1912.



WITNESSES

Wm. Janus.
E. W. Harrington.

INVENTOR

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BY *H. R. Cornwall.* ATT'Y.

UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO DAVIS LOCOMOTIVE WHEEL COMPANY, A CORPORATION OF DELAWARE.

BUFFER-BEAM.

1,016,593.

Specification of Letters Patent.

Patented Feb. 6, 1912.

Application filed September 2, 1911. Serial No. 647,372.

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Buffer-Beams, 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 specification, in which—

Figure 1 is a top plan view of my buffer beam. Fig. 2 is a front elevational view of the same. Fig. 3 is an end view. Fig. 4 is a detail view of the removable end block.

This invention relates to an improvement in buffer beams for railway locomotives, the object being to construct a buffer beam with recesses at one of its ends to accommodate the movement of the piston rod extension. These recesses are preferably closed at their outer end by means of a filler block, said filler block being held in position by bolts which pass therethrough.

In the drawings: 1 indicates the top wall which is preferably provided with openings throughout its length for the passage of the chaplets, or anchors, which hold the core in position.

2 is the rear wall, 3 the front wall and 4 the bottom wall, which latter is also preferably provided with openings for the passage of the chaplets.

The ends of the beam are provided with laterally opening recesses 5, the top and bottom walls of which are provided with longitudinally disposed ribs 6. 7 is the filler block having grooves 8 in its top and bottom walls to receive the ribs 6. The inner end of the filler block is provided with cutaway portions to provide a space for the travel of the piston rod extension. The outer end of the filler block is provided with pole pockets 9. 10 is a bolt for fastening the filler block in position.

My improved buffer beam in being used

on locomotive frames is intended to have a coupler, but I have not shown this, nor have I indicated the bolt openings by which the attachment is secured in position to the top or under the bottom wall of the buffer beam, as desired.

What I claim is:

1. A buffer beam having passages formed therein for accommodating the movement of a piston rod and a removable filler block forming one wall of the passage.

2. A buffer beam having a recess at or near its end, said recess opening outwardly and a filler block for closing said recess.

3. A buffer beam having a laterally opening recess with longitudinally disposed ribs on its top and bottom walls and a filler block for closing the outer end of said recess, said filler block having longitudinally disposed grooves in its top and bottom walls for receiving said ribs.

4. A buffer beam having a laterally opening recess with longitudinally disposed ribs on its top and bottom walls, a filler block for closing the outer end of said recess, said filler block having longitudinally disposed grooves in its top and bottom walls for receiving said ribs and a removable fastening device for said filler block.

5. A buffer beam having a removable block at its end and a pole pocket formed in said block.

6. A buffer beam having a removable filler block inserted in its end and pole pocket formed in said filler block.

7. A buffer beam provided in its end portions with bearings adapted to receive piston rod extensions and parts of which buffer beam adjacent said bearings are removable.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this 7th day of August, 1911.

CHARLES T. WESTLAKE.

Witnesses:

HAL C. BELLVILLE,
E. G. YOUNGBLOOD.