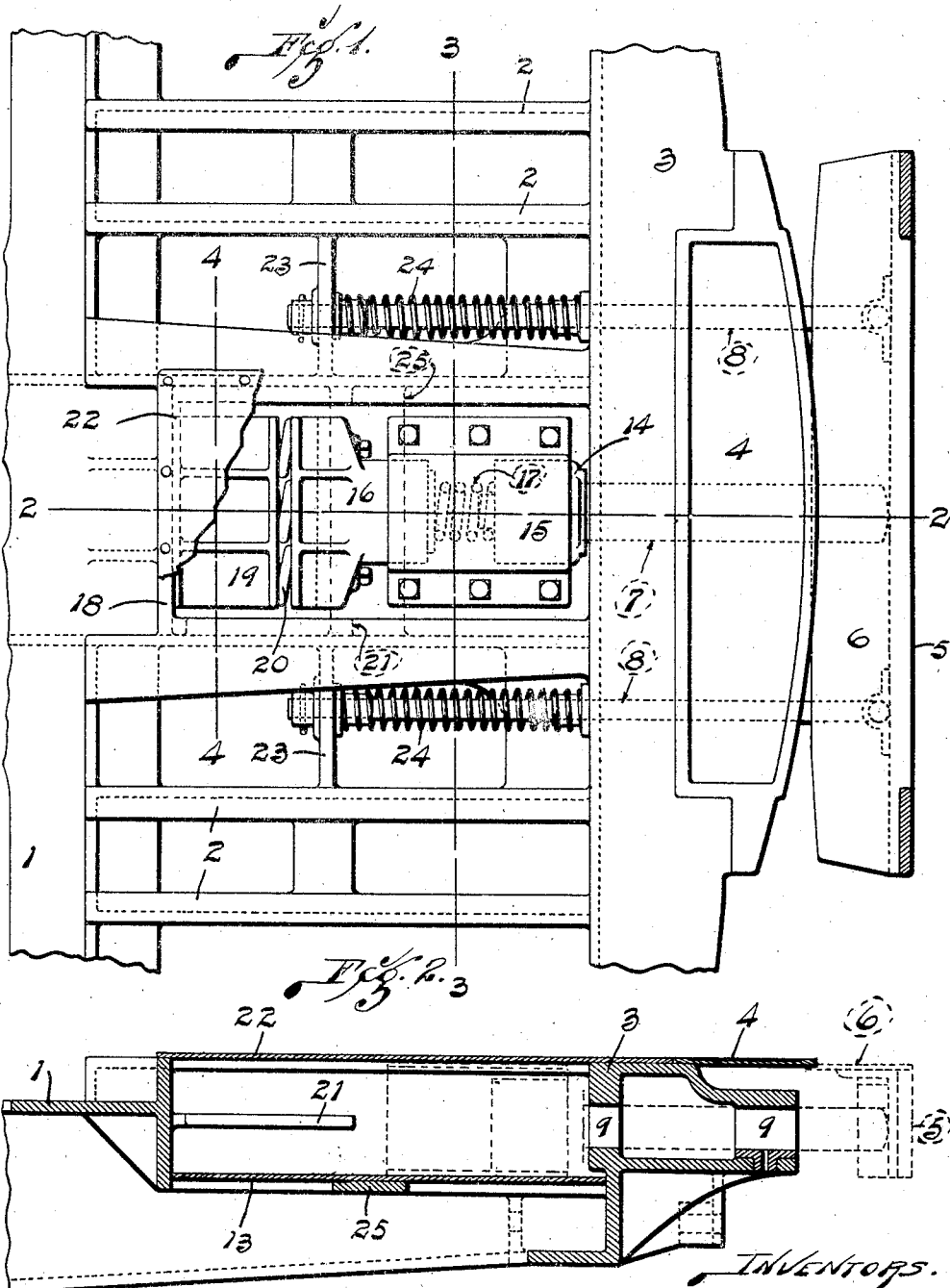


C. T. WESTLAKE & C. F. FREDE.
 BUFFING MECHANISM FOR CAR PLATFORMS.
 APPLICATION FILED NOV. 4, 1911.

1,049,627.

Patented Jan. 7, 1913.

2 SHEETS—SHEET 1.



ATTEST.

W. M. Harrington.
Mr. Gamble.

INVENTORS.
 CHARLES T. WESTLAKE.

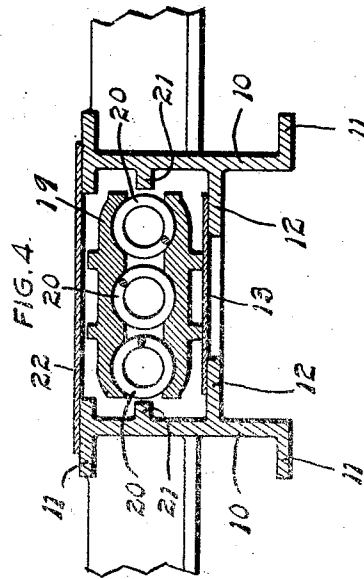
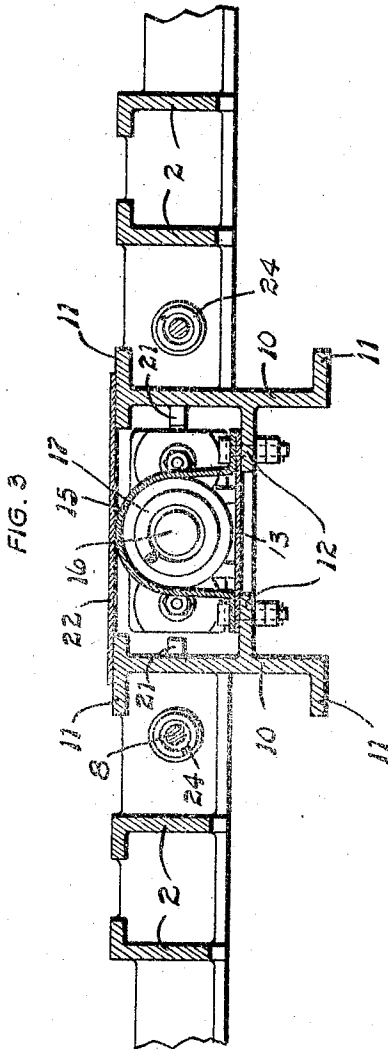
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WITNESSES

Wm. Janus.
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INVENTORS

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UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE AND CHARLES F. FREDE, OF ST. LOUIS, MISSOURI, ASSIGNORS
TO DOUBLE BODY BOLSTER COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF
NEW JERSEY.

BUFFING MECHANISM FOR CAR-PLATFORMS.

1,049,627.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed November 4, 1911. Serial No. 658,591.

To all whom it may concern:

Be it known that we, CHARLES T. WESTLAKE and CHARLES F. FREDE, citizens of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Buffing Mechanism for Car-Platforms, 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 a cast metal platform with portions of the end sill and the buffer beam and showing the buffing mechanism in position thereon. Fig. 2 is a section taken approximately on the line 2—2 of Fig. 1. Fig. 3 is a cross section taken on line 3—3 of Fig. 1. Fig. 4 is a cross section taken on the line 4—4.

This invention relates generally to railway car platform construction and more particularly to the buffing mechanism applied to cast metal platforms such as are now in general use in passenger car construction and the particular objects of my invention are:—to construct a skeleton platform and buffer beam so as to readily accommodate an accepted form of buffing mechanism now in use, to provide a construction wherein the operating parts of the buffing mechanism can be readily placed in or removed from position without detaching the vestibule or the buffer from its stems, thereby permitting the buffing mechanism to be readily and easily repaired when any of the operating parts have become broken or unfit for service.

With the above objects in view our invention consists in certain novel features of construction and arrangements of parts hereinafter more fully described and claimed.

Referring in detail to the accompanying drawings, the numeral 1 designates the end sill of a cast metal car under frame of the type now in general use and formed integral therewith and projecting forwardly therefrom is a series of vertically disposed webs 2, which form a skeleton platform. Formed integral with the forward ends of the webs 2 is a buffer beam 3 of the usual box shape and positioned on top of the central portion of this beam is the usual threshold plate 4.

The numeral 5 designates the buffing member which occupies a position immediately in front of the buffer beam and positioned on top of the buffer is a plate 6 which is adapted to slide beneath the threshold plate 4. The buffer 5 is carried by the forward ends of a pair of side buffer stems 8, that are arranged to slide freely through corresponding openings 9, formed through the front and rear walls of the buffer beam 3.

The numeral 10 designates a pair of vertically disposed walls which extend lengthwise between the central portion of the end sill 1, beam 3, and the space between these walls is occupied by the center buffer mechanism. Formed integral with the upper and lower edges of these walls 10 and extending outwardly therefrom are horizontally disposed flanges 11. Formed integral with the walls 10 a short distance above the lower edges thereof, are longitudinally extending horizontally disposed webs 12 and removably positioned thereon is a metal plate 13 which supports the center buffer stem mechanism located between the walls 10. The buffing mechanism which is of a type accepted by the M. C. B. comprises a follower block 14 connected to the center buffing stem 7, adjacent the beam 3 and this follower block is adapted to move in an inverted U-shaped housing 15, the lower ends of which are fixed in any suitable manner to the plate 13. A portion of the follower block 16 is located in the opposite end of the housing 15 and interposed between the blocks 14 and 16 is a spring 17. Located against a transverse wall 18 which is formed integral with and positioned between the rear portions of the walls 10 is a block 19 and interposed between blocks 16 and 19 are springs 20. Formed integral with the inner faces of the walls 10 and extending forwardly from the rear wall 18 are ribs 21 which serve to maintain the blocks 16 and 19 in operative position within the pocket between walls 10, and these ribs also serve as bearings against which the ends of block 16 engage during its backward and forward movement.

The numeral 22 designates a cover plate which is positioned from the pocket between the walls 10 and the edges of said cover plate are fixed to the skeleton platform, and to the beam 3 in any suitable manner. The

rear portions of the side buffer stems 8 operate through bearings formed in transverse plates 23 which latter are formed integral with the walls 10 and the adjacent webs 2 and positioned on the rear portions of these side buffer stems between the plates 23 and the beam 3, are side buffer stem springs 24. Under normal conditions, the side buffer springs 24 hold the buffer 5 at its outer limit of movement and when said buffer is moved inward toward the beam 3, during the coupling of two cars, the coil springs 24 and 17 are first compressed, after which the heavy springs 20 between the blocks 16 and 19 come into action and thus, all of the springs under action combine to yieldingly resist the inward movement of the buffer and the buffer mechanism until said buffer has been moved to a point where the coupling of the cars is effected. During the rearward movement of the various parts of the center buffing stem mechanism, the housing 15 forms a guide for the block 14 and the block 16 is guided between the forward portions of the ribs 21. The blocks 14 and 16 bear directly upon the bottom plate 13 and when the same has become worn from use, it can be readily removed and replaced by a new plate. The central portion of the plate 13 is supported by a transverse web 25 which is formed integral with the central portions of the flanges 12.

By our improved construction, it is possible to easily and quickly assemble the various parts of the buffing mechanism in position on the platform and buffer beam and after the various parts of the center buffing stem mechanism have been positioned on the plate 13 between the walls 10, the cover plate 22 is placed in position, thus, completely inclosing and consequently protecting the said center stem buffing mechanism.

The construction of the platform and

buffer beam herein shown and described is comparatively simple, is very strong and rigid and the entire buffing mechanism can be easily and quickly placed in operative position upon the platform or removed therefrom without detaching the vestibule or without removing the buffer from the side stems and therefore, this construction is especially advantageous when it is necessary to make repairs or to renew any parts which have become worn or broken in service.

It will be readily understood that minor changes in the size, form and construction of the various parts of our improved buffing mechanism can be made and substituted for those herein shown and described without departing from the spirit of my invention, the scope of which is set forth in the appended claim.

We claim:

In a buffing mechanism of the class described, the combination with a skeleton platform having a pair of vertically disposed walls between which the center stem buffing gear is located, a transversely disposed plate integral with and arranged between the rear portions of said walls, outwardly projecting flanges on the upper and lower edges of said plates, a pair of inwardly projecting flanges integral with said plates for supporting the center stem buffing mechanism, and longitudinally extending bearing ribs on the inner faces of the plates above the inwardly projecting flanges.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses, this 28th day of October, 1911.

CHARLES T. WESTLAKE.

CHARLES F. FREDE.

Witnesses:

B. E. KUHLE,

HAL C. BELLVILLE.