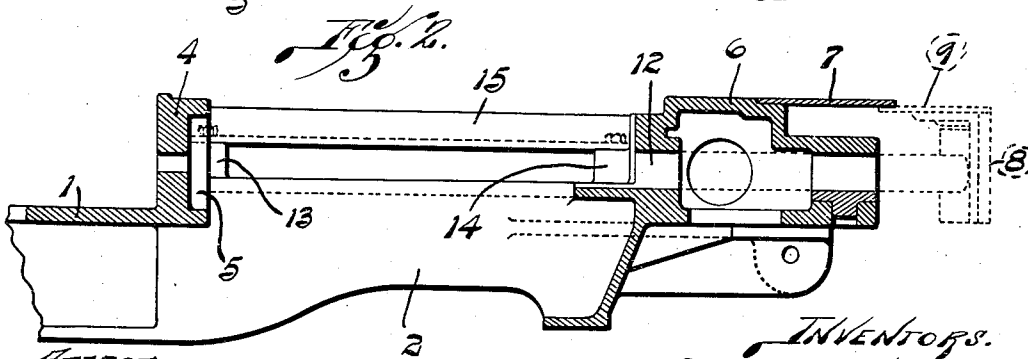
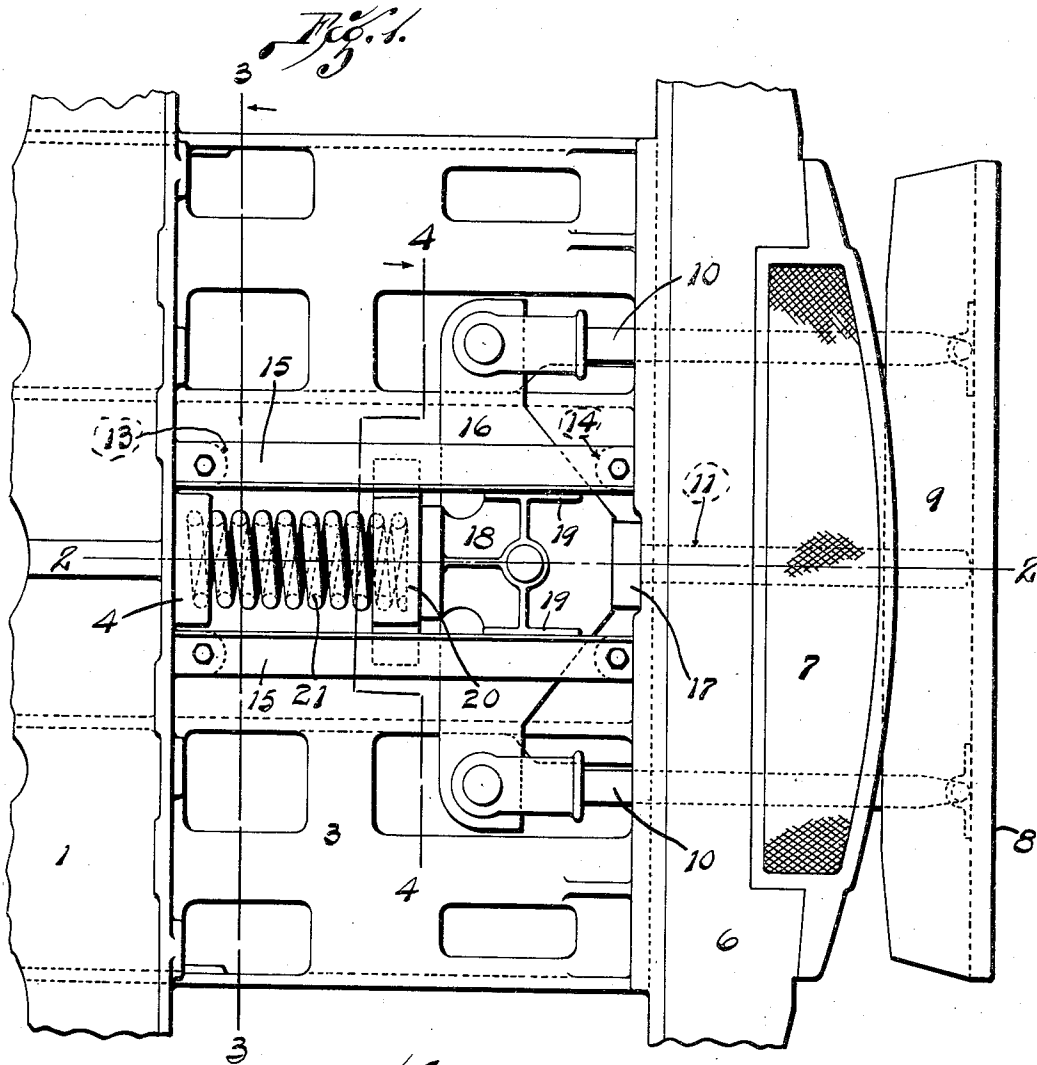


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 BUFFING MECHANISM FOR CAR PLATFORMS.
 APPLICATION FILED NOV. 4, 1911.

1,050,188.

Patented Jan. 14, 1913.

2 SHEETS—SHEET 1.



ATTEST.
 F. M. Harrington.
 Mr. Janus.

INVENTORS.
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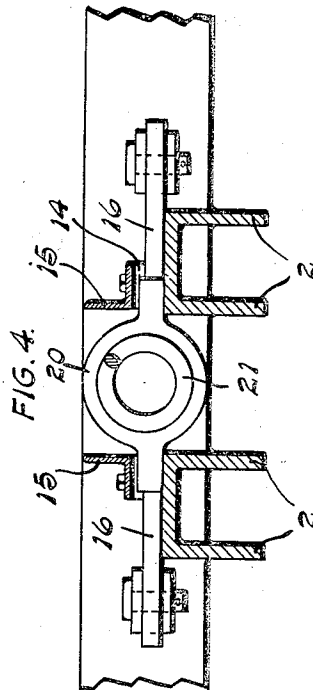
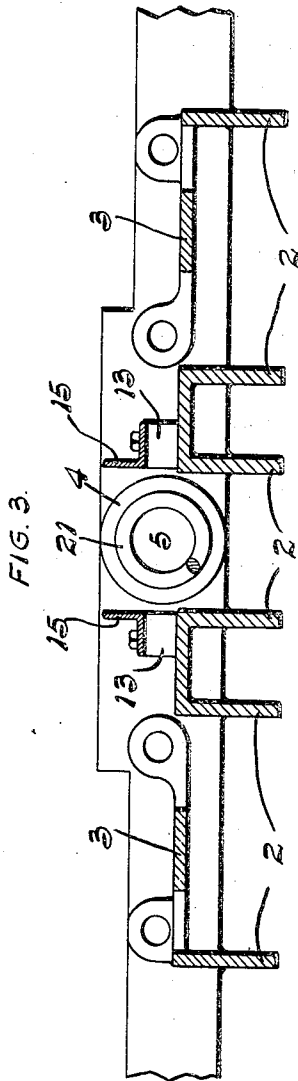
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WITNESSES

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UNITED STATES PATENT OFFICE.

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TO DOUBLE BODY BOLSTER COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF
NEW JERSEY.

BUFFING MECHANISM FOR CAR-PLATFORMS.

1,050,188.

Specification of Letters Patent.

Patented Jan. 14, 1913.

Application filed November 4, 1911. Serial No. 658,593.

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 buffer beam and end sill, and showing the buffing mechanism in position thereon. Fig. 2 is a longitudinal section taken approximately on line 2—2 of Fig. 1. Fig. 3 is a transverse section taken on line 3—3 of Fig. 1. Fig. 4 is a cross section taken on line 4—4 of Fig. 1.

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 principal objects of the invention are to construct the skeleton platform and buffer beam so that a form of buffing mechanism now in use on a number of passenger cars and of a type accepted by the M. C. B. can be readily applied to the platform and buffer beam, and further, 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 easily and quickly 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 arrangement of parts hereinafter more fully described and claimed.

Referring in detail to the accompanying drawings: 1 designates the end sill of a cast metal car underframe of the type now in general use, and formed integral with and projecting forwardly therefrom is a skeleton platform frame comprising vertically disposed webs 2 and horizontally disposed perforated plates 3. The space between the central pair of webs 2 is open in order to receive parts of the center buffing stem

mechanism hereinafter more fully described, and formed on or fixed to the front face of the end sill 1 between the central pair of webs 2 is a projection 4 in which is formed the recess or depression 5 adapted to receive the rear end of the center buffing stem spring.

Formed integral with or fixed to the forward ends of the webs 2 and plates 3 is a cast metal buffer beam 6 of the usual box shape, and positioned on top of the central portion of said beam is a threshold plate 7.

The numeral 8 designates the buffing member which is positioned immediately in front of the buffer beam 6, and positioned on top of said buffing member is a plate 9 which is adapted to slide beneath the threshold plate 7. The buffer 8 is carried by the forward ends of a pair of side buffer stems 10, and the central portion of said buffer bears against the forward end of a center buffer stem 11, and all of these buffer stems are arranged to slide freely through corresponding openings 12 formed through the front and rear walls of the buffer beam 6.

Formed integral with the front face of the end sill 1 immediately above the central pair of webs 2 is a pair of forwardly projecting lugs 13, and formed integral with the rear face of the buffer beam 6 above the central pair of webs 2 is a corresponding pair of lugs 14.

The numeral 15 designates a pair of longitudinally extending rails or bars preferably in the form of angles the ends of which are rigidly fixed in any suitable manner to the lugs 13 and 14.

The numeral 16 designates a cross head which is arranged to slide freely through the space between the bars 15 and the upper portion of the central pair of webs 2, and bearing against the center of this cross head on the front side thereof is a block or head 17 which is connected to the rear end of the center buffing stem 11. The ends of the cross head 16 are pivotally connected in any suitable manner to the rear ends of the side buffer stems 10. Pivotally mounted on the central portion of the cross head 16 is a block 18 provided with guides on its sides which bear against the inner edges of the rails 15 and the rear portion of this block extends rearwardly and is provided with a recessed head 20 which receives the forward end of buffing spring 21,

the opposite end of which is seated in the recess 5.

Under normal conditions the buffing spring 21 holds the buffer 8 at its outer limit of movement, as shown in Fig. 1, and during the coupling of two cars the buffer 8 is moved inward toward the buffer beam 6, and such action consequently moves the cross head 18 rearwardly beneath the bars 15, and, as a result, compresses the spring 21. The spring 21 thus yieldingly resists the inward movement of the buffer and buffing mechanism until said buffer has been moved to a point where the coupling of the cars is effected.

During the backward and forward movements of the various parts of the buffing gear the block 18 is held in proper alignment by the guides 19 which bear against the inner edges of the bars 15, and as the block 18 is pivotally mounted on the cross head any swinging movement of said cross head will not be transmitted to the sliding block 18.

The construction herein described is comparatively simple, and inasmuch as the skeleton platform is formed integral with the end sill and the buffer beam, a very strong and rigid construction is provided upon which to mount the movable parts of the buffing mechanism.

The buffing mechanism can be easily and quickly placed in operative position upon the buffer beam and platform or removed therefrom without detaching the vestibule or the buffer from its stems, and therefore said 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 our 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 one-piece integral structure comprising an end sill, a buffer beam, a skeleton platform between said end sill and buffer beam, pairs of lugs on the skeleton platform adjacent to the end sill and buffer beam, of buffer stems operating through bearings in the buffer beam, a block arranged for sliding movement on the skeleton platform and against which the rear ends of the buffer stems engage, which block is provided with vertically disposed shoulders, a spring interposed between the block and the end sill, and bars overlying the block and engaging against the shoulders thereon, the ends of which bars are rigidly fixed to the lugs on the skeleton platform.

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.