C. T. WESTLAKE.

BUFFER BEAM.

APPLICATION FILED JULY 31, 1911.

1,022,716.

Patented Apr. 9, 1912.

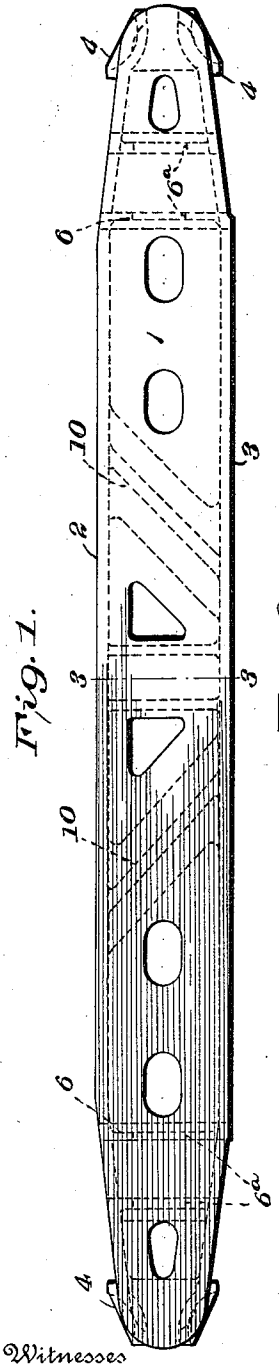

Fig. 1.

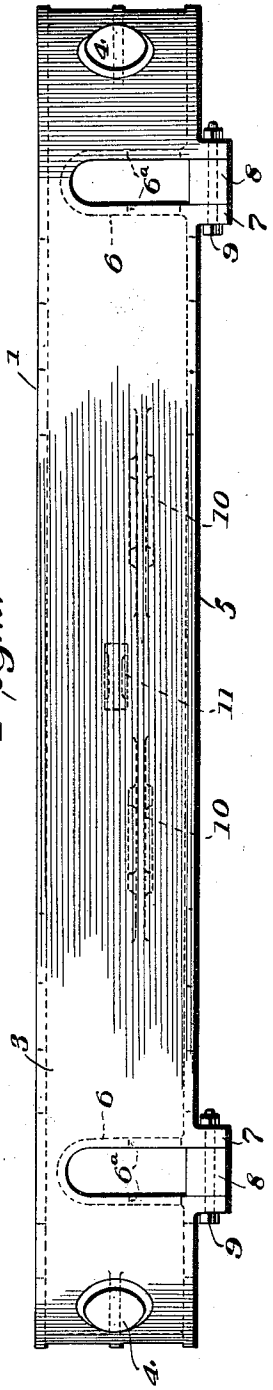

Fig. 2.

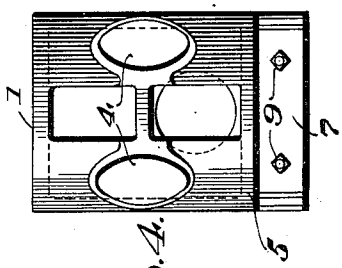

Fig. 4.

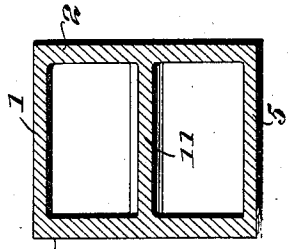

Fig. 3.

Witnesses

Adolph Bishop

Lily Post

Inventor

Charles T. Westlake,

By F. P. Cornwall

Attorney

UNITED STATES PATENT OFFICE.

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

BUFFER-BEAM.

1,022,716. Specification of Letters Patent. Patented Apr. 9, 1912.

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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 improved buffer beam. Fig. 2 is a front elevational view. Fig. 3 is a sectional view on line 3—3, Fig. 1. Fig. 4 is an end elevational view.

This invention relates to a new and useful improvement in buffer beams for railway locomotives, the object being to construct a buffer beam with recesses at or near its end to accommodate the movement of the piston rod extension. These recesses are preferably closed at their lower ends by means of a filler block, said filler block being held in position by rivets or bolts which pass through depending flanges on the beam.

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

2 is the rear wall, and 3 the front wall, said front and rear walls being substantially parallel except at their ends where they converge and are provided with pole pockets 4.

An opening is left in the ends of the bolster for holding the core in position. The bottom wall 5 is also provided with suitable openings for the passage of supports for the core and near each end of the beam these bottom walls are deflected upwardly and connected with the front and rear walls as at 6 to form openings or recesses extending transversely through the beam. The vertical walls 6 around this opening are provided with openings 6^a for the passage of the core anchors.

7 are depending lugs extending from the bottom wall 5 and on each side of the openings just referred to between which are arranged removable blocks 8 held in position by fastening devices in the form of bolts or rivets 9. The purpose of thus making the block removable is to enable the piston rod extension to be removed when desired.

10 are strengthening webs connecting the front and back walls and arranged at points intermediate the top and bottom walls these strengthening webs being preferably reinforced by flanges and are diagonally disposed, as shown.

11 is a flanged strengthening web connecting the front and back walls at a point approximately in the center of the bolster, this strengthening web 11 being staggered or above the horizontal plane of the web 10 for the purpose of destroying the continuity of the openings in the core.

My improved buffer beam in being used on locomotive frames is intended to have a coupler attachment, but I have not shown this, nor have I indicated 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 its front and back walls cut away to form an opening, and a bottom wall deflected upwardly around said opening.

2. A buffer beam having its front and back walls cut away and its bottom wall deflected upwardly around said cut away portions and connected to the front and back walls at the edges of said opening.

3. A buffer beam having a downwardly opening recess and a removable block closing the bottom of said recess.

4. A buffer beam having downwardly opening recesses depending lugs on each side of said recesses, a removable block arranged between the said lugs for closing the bottom of said recess and a fastening device passing through said lugs for holding said block in position.

5. A buffer beam having horizontally disposed strengthening webs connecting its front and back walls, said strengthening webs being staggered with relation to each other and certain of which webs are diagonally disposed with respect to the front and rear walls.

6. A buffer beam having recesses extending transversely therethrough for receiving extensions of the locomotive piston rods, walls extending upwardly from the bottom of the buffer beam at the sides of each re-

cess, the upper portions of which walls are connected and said walls having openings for the passage of core anchors.

7. A buffer beam box-shaped in cross section and open throughout its length, vertically disposed pairs of walls integral with the beam at points adjacent to its ends, and the front and rear walls of which buffer beam between said pairs of walls are cut away to provide transversely disposed openings adapted to receive piston rod extensions.

8. A buffer beam provided in its underside with transversely disposed openings adapted to receive the locomotive, piston rod extensions and removable means for normally closing the lower ends of said openings.

9. A hollow box-shaped buffer beam having openings formed through its front and rear walls at predetermined points adjacent its ends, which openings are adapted to receive the locomotive piston rod extensions and removable blocks positioned in the lower portions of said openings.

10. A buffer beam provided at predetermined points adjacent its ends with transversely disposed openings of predetermined size, which openings are adapted to receive the extensions of the locomotive piston rods.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this 17th day of July, 1911.

CHARLES T. WESTLAKE.

Witnesses:

HAL C. BELLVILLE,

LILY POST.