E. H. SCHMIDT.

CAR PLATFORM.

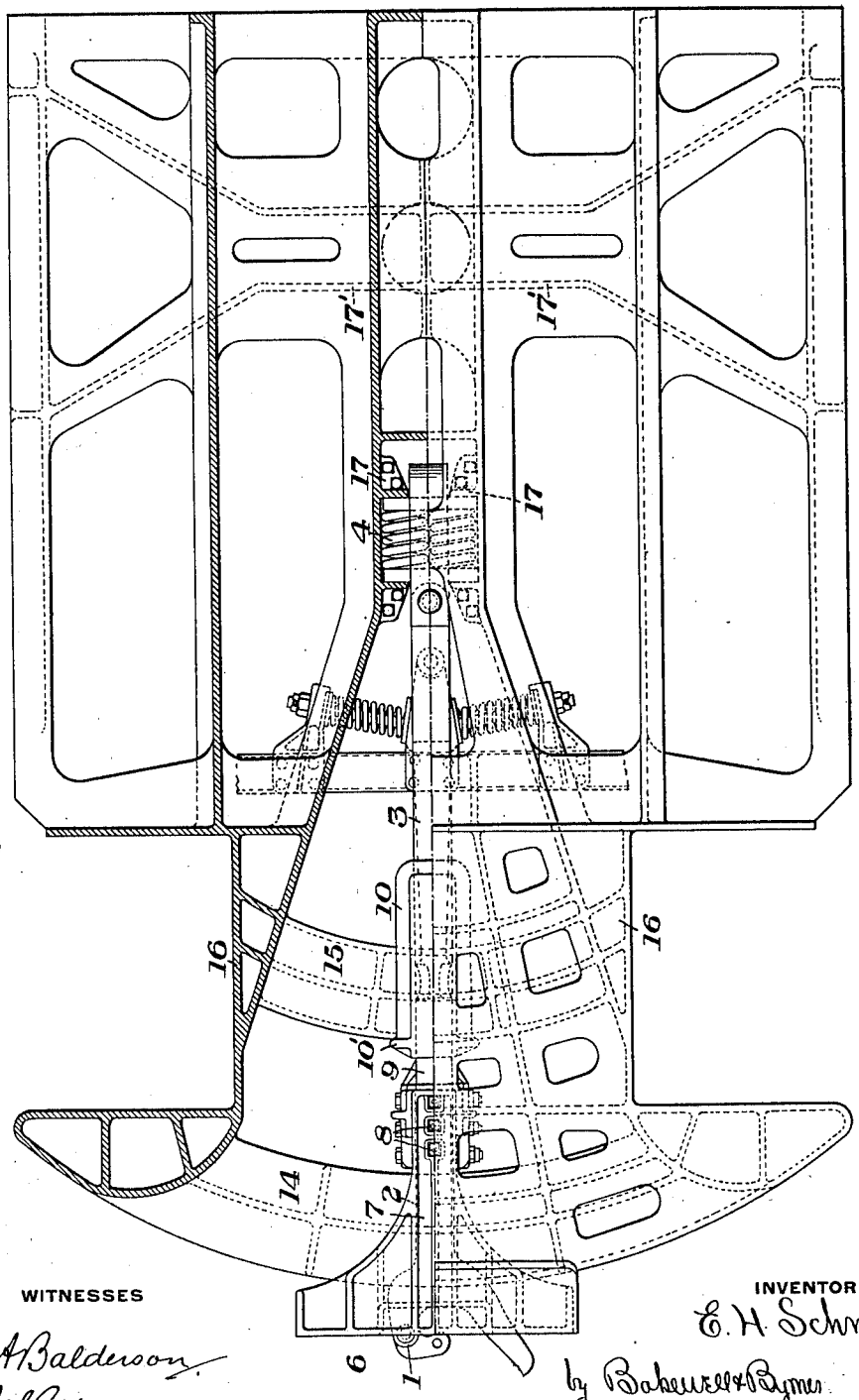
APPLICATION FILED JUNE 21, 1909.

1,019,725.

Patented Mar. 5, 1912.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

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2 SHEETS—SHEET 2.

Fig. 2.

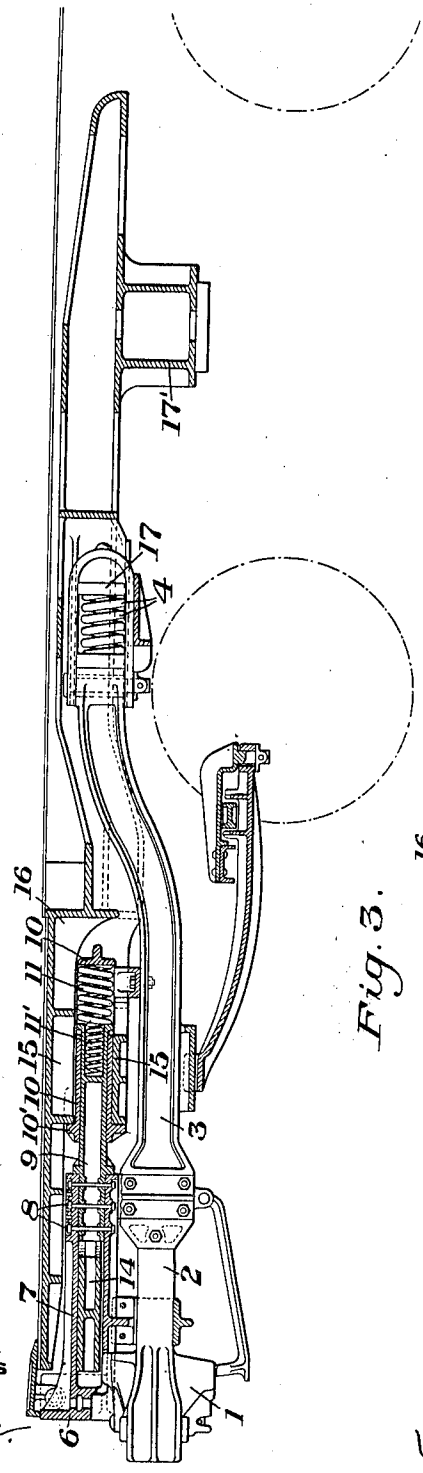
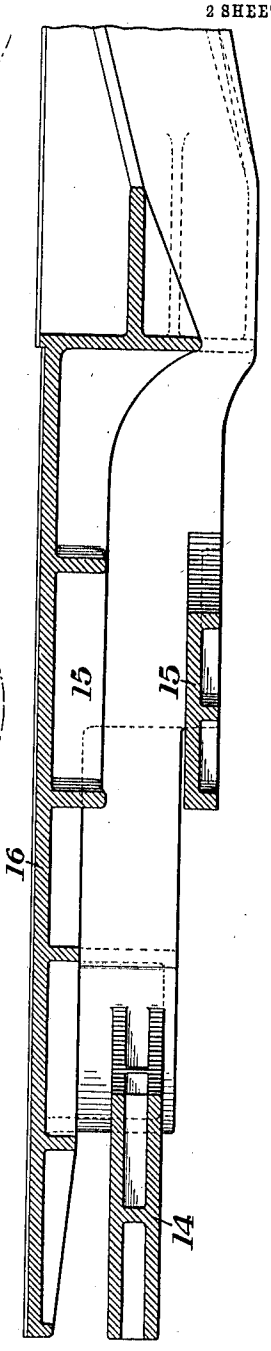


Fig. 3.



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UNITED STATES PATENT OFFICE.

ERNEST H. SCHMIDT, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

CAR-PLATFORM.

1,019,725. Specification of Letters Patent. Patented Mar. 5, 1912.

Original application filed September 8, 1908, Serial No. 451,795. Divided and this application filed June 21, 1909. Serial No. 503,421.

To all whom it may concern:

Be it known that I, ERNEST H. SCHMIDT, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Car-Platforms, 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 plan view partly in section, illustrating my invention; Fig. 2 is a longitudinal section thereof; Fig. 3 is a partial side elevation partly in section, of the platform casting.

In the drawings, 1 is the coupler head, having a shank 2, affixed to a rear extension 3 which is extended to and is pivotally connected with the draft rigging 4, the draft rigging being mounted between the car sills so as to be adapted for longitudinal motion in buffing and draft, but being held from lateral swinging motion with the coupler.

6 is the transverse member of the buffer, having a shank 7, which is divided or forked longitudinally and is attached by vertical bolts 8 to a buffer shank extension 9, which extends rearwardly in line with the buffer shank.

10 is the buffer yoke, preferably made in the form of a casting which, at its forward portion as shown in section in Fig. 2, is preferably of a box shape and at its rear portion is of loop or U-shape having side arms only. The yoke is fitted around the buffer shank extension 9 and projects rearwardly therefrom and in line therewith so as to contain within its arms the buffer spring, which preferably consists of outer and inner coils 11, 11′.

14 is the end sill of the platform which acts as a carry-iron for the buffer, passing for this purpose between the arms of its shank 7 and being curved or segmental in form so as to present a forward curved buffing face for the transverse member 6 of the buffer when it reaches the rear limit of its buffing action. The buffing strains are normally transmitted to a divided segment 15, the members of which are parallel and separated by an intermediate space through which the buffer shank extension and the yoke pass. These members of the divided segment are preferably made integral with a platform casting 16, which constitutes a part of the platform of the car. The parts 14 and 15 may be integral with one another and with cheek-plates 17, and bolster 17′, making an integral casting of the bolster and all the parts of the car frame in front of the bolster.

When the buffing strains are received by the transverse member 6 of the buffer they are transmitted through its shank 7 and the shank extension 9 to the springs 11, 11′. These springs are held from rearward movement by the yoke 10 which in turn is held by engagement of its front end 10′ with the divided segment 15, so that the spring is compressed and resists yieldingly the rearward motion of the buffer shank.

By reason of the several points of engagement of the buffer with the coupler, the buffer and coupler will swing laterally together, but as above explained, the coupler is capable of forward motion independently of the buffer and during such forward motion the buffer follows the same by reason of the expansive action of its spring. By connecting the coupler to the truck with guiding connections, shown in Fig. 1, the coupler and buffer are guided radially to the approximate center of the car track at all times and are thus maintained in proper position for coupling.

I claim:

1. A car platform for radial draft gear having a buffing segment 15, and an end carry iron and bolster all integrally attached thereto.

2. A car platform for radial draft gear having a horizontally divided buffing segment integral therewith in the rear of the front face of the platform.

3. A platform for passenger cars having radial draft gears, said platform comprising an integral structure having downwardly extending webs forming forwardly diverging draft sills, the front end sill of the structure having carry-iron forming portions for a swinging buffer, and the structure having a divided buffer segment back of the end sill; substantially as described.

4. A platform for passenger cars having

radial draft gears, the platform comprising an integral structure having its end sill formed with a carry-iron portion below its platform-forming portion, the front end of the end sill being curved, and the structure having a divided buffer segment back of the end sill; substantially as described.

In testimony whereof, I have hereunto set my hand.

ERNEST H. SCHMIDT.

Witnesses:
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FLORENCE M. MILLER.