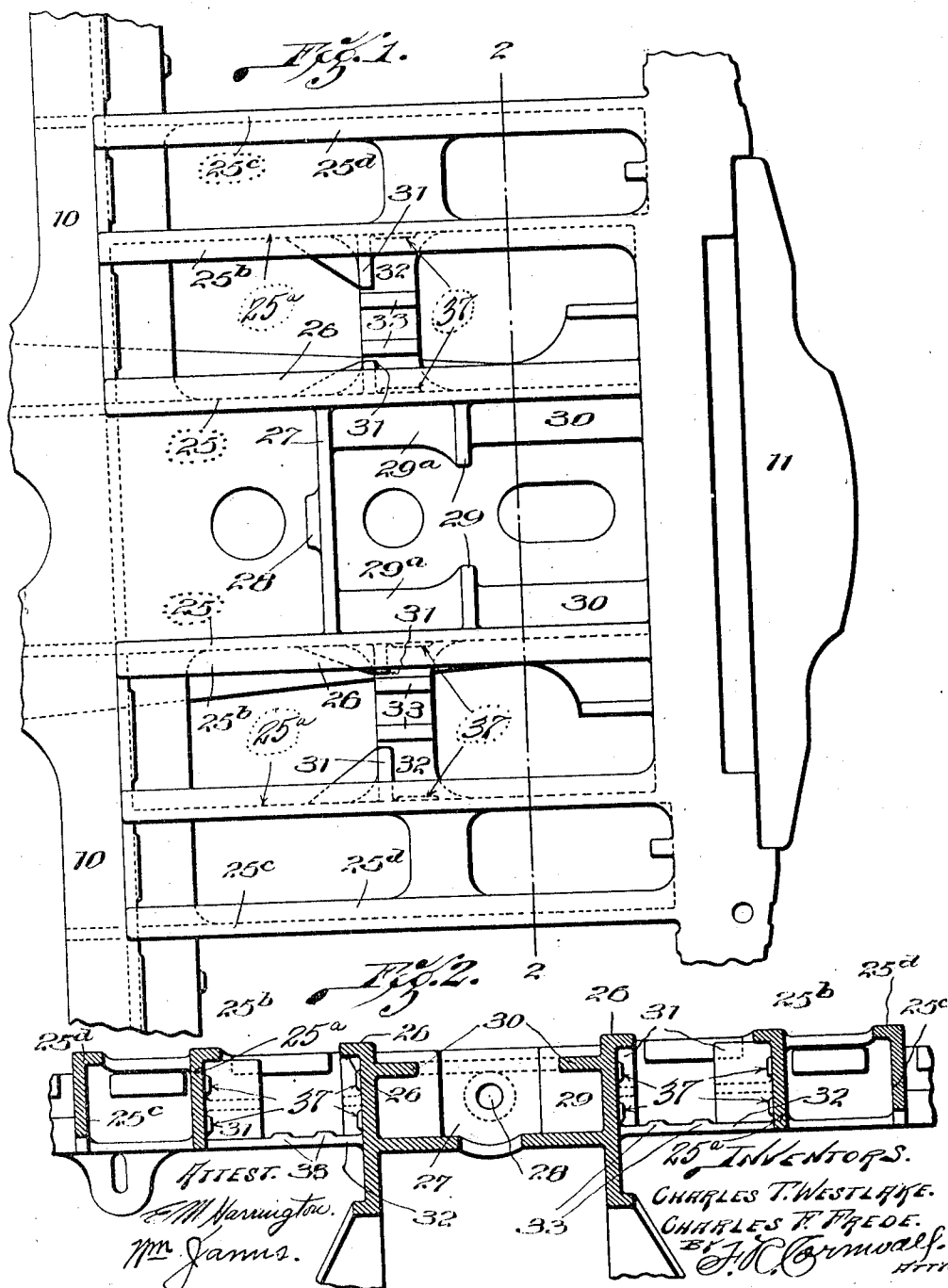


C. T. WESTLAKE & C. F. FREDE.
 BUFFING MECHANISM FOR CAR PLATFORMS.
 APPLICATION FILED SEPT. 15, 1911.

Patented Dec. 24, 1912.

1,048,437.



UNITED STATES PATENT OFFICE.

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BUFFING MECHANISM FOR CAR-PLATFORMS.

1,048,437.

Specification of Letters Patent.

Patented Dec. 24, 1912.

Application filed September 15, 1911. Serial No. 649,553.

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 constructed in accordance with our invention, and with the operating parts of the buffing mechanism removable therefrom. Fig. 2 is a transverse section taken approximately on the line 2—2 of Fig. 1.

Our invention relates generally to railway car underframe construction, and more particularly to the platform in which is formed the pockets that receive the springs and certain movable parts of the buffing gear.

The principal objects of our invention are, to arrange in a cast metal platform a series of buffing gear pockets particularly designed and adapted to receive operating parts of the buffing gear, to provide a particularly strong and rigid construction between the buffer beam and end sill of the underframe, to provide a construction wherein the operating parts of the buffing mechanism may be readily placed in or removed from position without detaching the vestibule or the buffing plates from its stems, and further, to provide bearing ribs on the walls of the pockets for the spring follower plates, thereby doing away with the wear of said follower plates directly upon the faces of the walls of the pockets and also providing a construction which may be easily and quickly clipped off or cut away to provide a perfect wearing fit for the spring follower plates.

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 by numerals to the accompanying drawings, 10 designates the end sill of a car underframe and 11 the buffer beam. Formed integral with and arranged between the central portions of the end sill and buffer beam is a pair of longitudinally extending

walls 25, the upper and lower edges of which are flanged outwardly, as designated by 26. Arranged to the sides of the walls 25 and extending between the sill 10 and beam 11 are walls 25^a, the upper edges of which are flanged inwardly, as designated by 25^b, and arranged to the sides of said walls 25^a between the end sill and buffer beam are walls 25^c, the upper ends of which are flanged inwardly, as designated by 25^d. The walls 25, 25^a and 25^c are parallel with each other, and the space between the forward portions of the walls 25^b form the center buffing gear pocket, while the space between the forward portions of the walls 25 and 25^a form pockets for the side buffer stem mechanism.

Formed integral with the walls 25 is a transversely disposed plate 27 in the center of which is formed a bearing 28 for the rear portion of the center buffer stem. Formed integral with and projecting inwardly from the walls 25 in front of this plate 27 are vertically disposed plates 29, which form stops for certain of the spring follower plates of the center stem buffing gear.

Reinforcing flanges 29^a are formed on the walls 25 between the plate 27 and plates 29, and formed on said walls between the plates 29 and beam 11 are horizontally disposed flanges 30 beneath which the ends of the center buffing spring follower plates operate.

Formed integral with the outer faces of the plates 25, and with the inner faces of the plates 25^a, are lugs 31 which form stops for the side buffer spring follower plates, and formed integral with the lower portions of the plates 25 and 25^a immediately in front of and below these lugs 31 are horizontally disposed plates 32 on top of which are formed longitudinally extending ribs 33 which serve as bearings for the side buffer spring follower plates.

Formed on the faces of the walls 25 and 25^a immediately above these plates 32 and in front of the lugs 31 are longitudinally extending pairs of ribs 37 which serve as bearings for the ends of the side buffing spring follower plates.

The center buffing stem extends through the beam 11 and operates through the bearing 28, and the center buffing spring follower plates operate beneath the flanges 30.

The side buffer spring follower plates are positioned immediately in front of the lugs 31, and during their backward and forward

movements said follower plates bear upon and against the pairs of ribs 33 and 37. Thus these ribs receive the bearing of the follower plates and said ribs can be readily
5 clipped off or ground away to obtain a perfect working fit for said follower plates.

The pockets for the center and side buffing mechanisms between the walls 25 and 25^a are open at the top and therefore the entire
10 buffing gear can be readily detached from the platform without removing any portion of the vestibule or the buffing plate from the forward ends of the buffer stems.

A platform of our improved construction
15 is very strong and durable, is comparatively light in weight and the entire buffing mechanism operating on said platform can be easily and quickly placed in operative position or removed therefrom, and therefore
20 our improved construction is especially advantageous when it is necessary to make repairs to the buffing gear.

It will be readily understood that minor changes in the size, form and construction
25 of the various parts of our improved platform 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
30 claims.

We claim:

1. In a buffing mechanism of the class described, a cast metal platform provided
35 with a pair of integral, longitudinally extending plates which form partitions between

the center stem buffing mechanism and the side stem buffing mechanisms, which plates are provided with integral flanges on their top and bottom edges, and a pair of plates
40 integral with the platform to the sides of the first mentioned plates, which second mentioned plates are provided with integral, inwardly projecting flanges on their upper edges.

2. In a buffing mechanism of the class described, a cast metal platform provided with
45 a pair of integral, longitudinally extending walls which form partitions between the center stem buffing pocket and the side stem buffing pockets, which walls are provided
50 with integral flanges on their upper and lower edges, a pair of walls integral with the platform to the sides of the first mentioned walls, which second mentioned walls are provided with integral, inwardly projecting
55 flanges on their upper edges, and pairs of bearing ribs formed on the outer faces of the first mentioned walls and the inner faces of the second mentioned walls, which ribs serve as bearings for the ends
60 of the rear follower plates of the side stem buffing mechanisms.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses, this 6th day of September, 1911.

CHARLES T. WESTLAKE.
CHARLES F. FREDE.

Witnesses:

HAR C. BELLVILLE,
FRED W. DIECKMANN.