H. T. ANDERSON.

MANUFACTURE OF YOKES FOR RAILWAY DRAFT GEARS.

APPLICATION FILED JUNE 18, 1919.

1,352,167.

Patented Sept. 7, 1920.

2 SHEETS—SHEET 1.

Fig. 1.

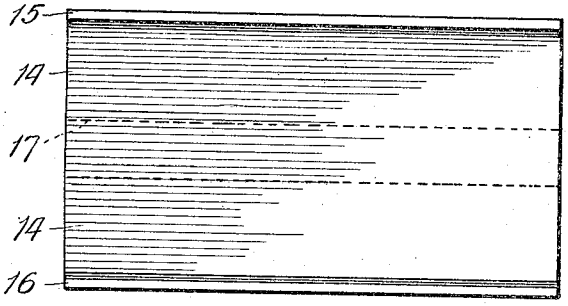


Fig. 2.

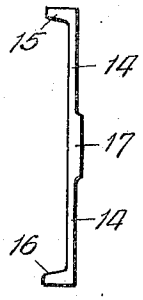


Fig. 3.

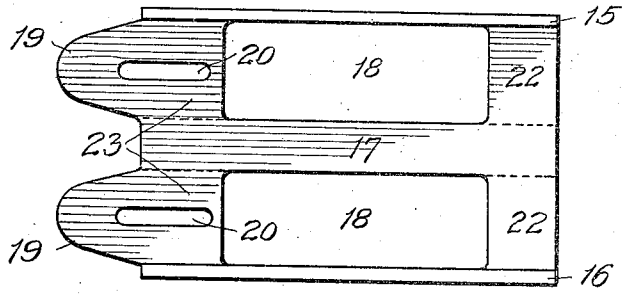


Fig. 4.

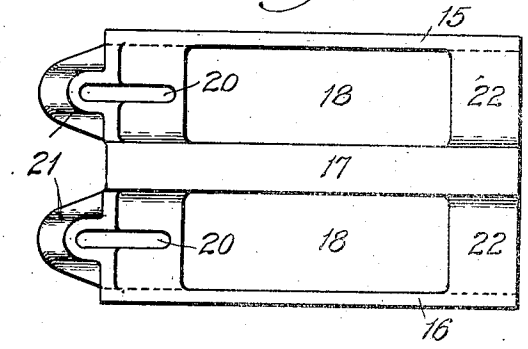
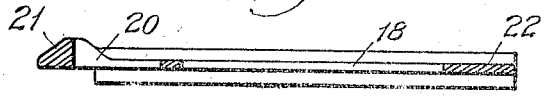


Fig. 5.



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2 SHEETS—SHEET 2.

Fig. 7.

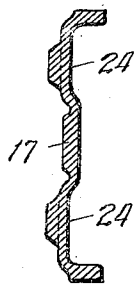


Fig. 6.

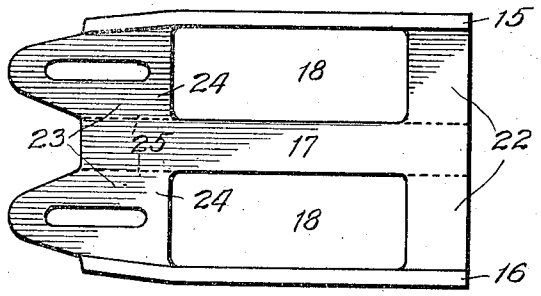


Fig. 9.

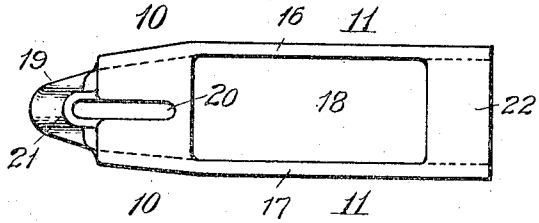


Fig. 8.

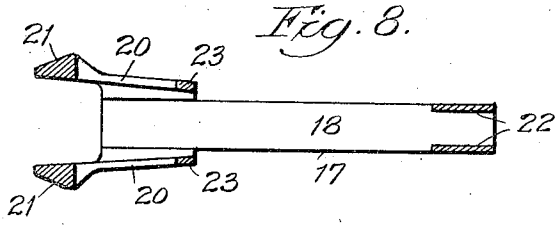


Fig. 10.

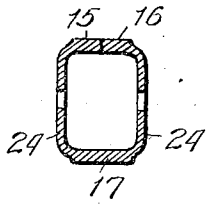
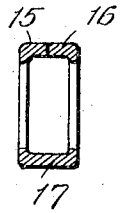


Fig. 11.



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UNITED STATES PATENT OFFICE.

HARRY T. ANDERSON, OF BUTLER, PENNSYLVANIA, ASSIGNOR TO HARRY VISSERING & COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

MANUFACTURE OF YOKES FOR RAILWAY DRAFT-GEARS.

1,352,167. Specification of Letters Patent. Patented Sept. 7, 1920.

Application filed June 18, 1919. Serial No. 305,035.

To all whom it may concern:

Be it known that I, HARRY T. ANDERSON, a citizen of the United States, and a resident of Butler, in the county of Butler and State of Pennsylvania, have invented certain new and useful Improvements in the Manufacture of Yokes for Railway Draft-Gears, (Case C,) of which the following is a full, clear, and exact description.

The invention relates to the manufacture of yokes for railway draft-gear and its object is to provide an improved method of producing a forged one-piece yoke.

The invention consists in the several novel features hereinafter set forth and more particularly defined by claims at the conclusion hereof.

In the drawings: Figure 1 is a side elevation and Fig. 2 an end elevation of a piece of rolled stock forming a raw blank from which the yoke is formed. Fig. 3 is a side elevation showing the blank after one end has been trimmed to form the sides of the front portion of the yoke and key-slots and openings to receive the draft-gear have been cut therein. Fig. 4 is a side elevation and Fig. 5 is a section of the blank after it has been shaped to provide key-way reinforcements. Fig. 6 is a side elevation and Fig. 7 a section showing front portions of the blank pressed outwardly to provide clearance around the coupler butt and insure the coming in contact of the flanges in the next step of the method of manufacture. Fig. 8 is a plan and Fig. 9 is a side elevation of the finished yoke. Fig. 10 is a section taken on line 10—10 of Fig. 9. Fig. 11 is a section taken on line 11—11 of Fig. 9.

The entire yoke is forged and cut from a piece of rolled stock such as steel of the form shown in Figs. 1 and 2 having a web 14, flanges 15 and 16 along its longitudinal edges and a central longitudinal panel 17 which is thicker than the web 14. The flanges are preferably thicker than the web and correspond in thickness to the panel 17. This flanged blank is then cut between its ends to form two like openings 18 therein between the flanges and the panel 17, these openings being of sufficient size and proper contour to receive the usual draft-gear. Back portions 22 are left in the rear of openings 18 and front portions 23 are left in front of these openings to form the side-walls of the coupler butt-pocket. The blank is also trimmed as shown in Fig. 3 to form two converging and curved end-portions 19 between the portions 17 and the flanges 15 and 16 respectively and key-slots 20 are also cut therein. After this cutting and trimming, the blank will be of the form shown in Fig. 3. Next, the portions 19 will be upset and forged to form key-way reinforcements 21 around the key-slots 20 and the blank will then be in the form shown in Figs. 4 and 5. Next, the web portion or sides 23 between the panel 17 and the flanges will be bulged outwardly as shown at 24 in Figs. 6 and 7 to provide clearance around the coupler-butt and to insure the flange coming together when the yoke is pressed into its final form. Next, the blank is pressed around a suitable mandrel and bent along longitudinal lines indicated at 25 or along the margins of the panel 17, so that it will be generally rectangular and tubular in cross-section and the flanges 15 and 16 will abut. In its final form, the panel 17 will form the bottom of the yoke, the web portions 14, the sides of the yoke and the joined flanges 15 and 16 will form the top of the yoke and the trimmed ends 19 will form the front end of the yoke, and slots 20 will be adapted to receive a key and the reinforcements 21 will reinforce said slots. Portions 22 will form a back for the yoke and the front portion of the structure will form a pocket for connection to a coupler butt.

The invention exemplifies an improved method of forming forged yokes for railway draft-gear from a rolled channeled blank.

The invention is not to be understood as restricted to the details set forth, since these may be modified within the scope of the appended claims, without departing from the spirit and scope of the invention.

Having thus described the invention, what I claim as new and desire to secure by Letters Patent, is:

1. That improvement in the manufacture of yokes for railway draft-gear which consists in folding a blank comprising a web and longitudinal marginal flanges extending from end to end along longitudinal lines to bring the flanges into abutting relation, cutting draft-gear openings in the web of the blank and shaping one end of the blank to form a pocket for the coupler.

2. That improvement in the manufacture of yokes for railway draft-gear which con-

sists in folding a blank comprising a web and longitudinal marginal flanges extending from end to end along longitudinal lines to bring the flanges into abutting relation, cutting draft-gear openings in the web of the blank, trimming and shaping one end of the blank to form sides of a coupler pocket, forming key-slots adjacent said ends and forging reinforcements around said slots.

3. That improvement in the manufacture of yokes for railway draft-gear which consists in folding a blank comprising a web, longitudinal marginal flanges and a central thickened zone along longitudinal lines to bring the flanges into abutting relation, cutting draft-gear openings in the web and shaping one end portion of the blank to form the sides of a coupler-pocket.

4. That improvement in the manufacture of yokes for railway draft-gear which consists in folding a blank comprising a web, longitudinal marginal flanges, and a central thickened zone along longitudinal lines to bring the flanges into abutting relation, cutting draft-gear openings in the web, trimming one end of the blank, forging reinforcements adjacent the trimmed end and cutting key-slots adjacent said ends.

HARRY T. ANDERSON.