C. T. WESTLAKE.

CAR DRAFT GEAR.

APPLICATION FILED DEC. 6, 1910.

1,024,481.

Patented Apr. 23, 1912.

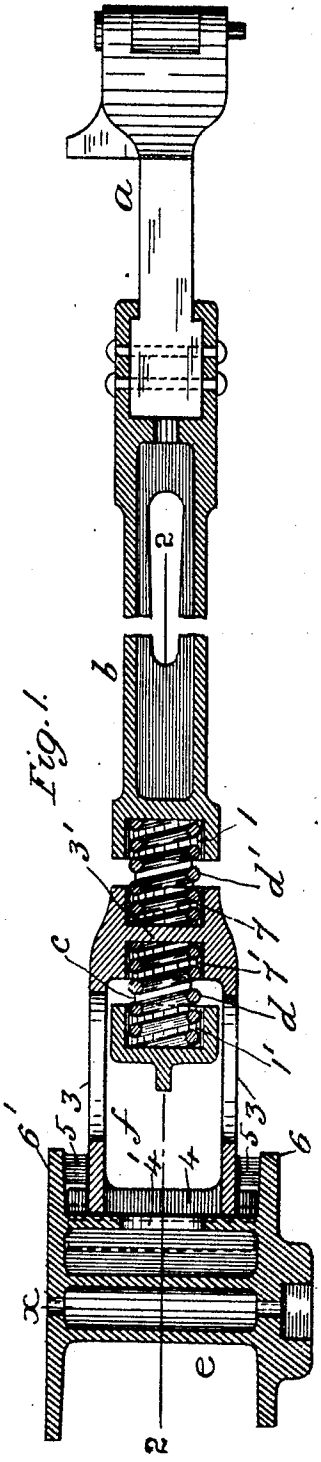

Fig. 1.

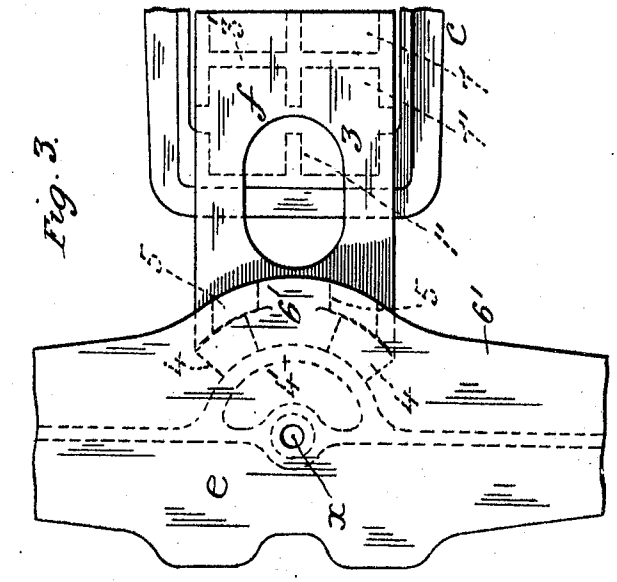

Fig. 3.

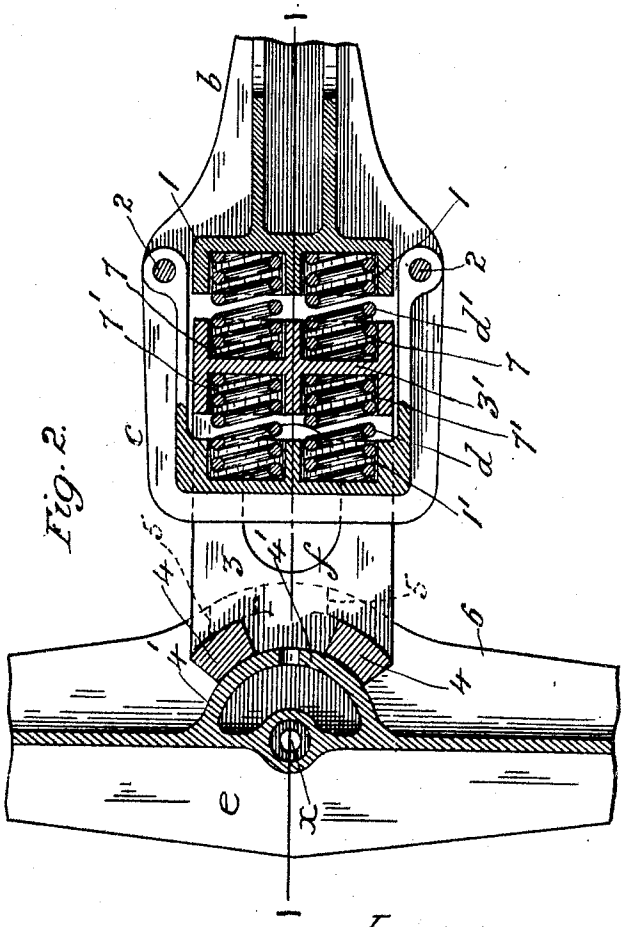

Fig. 2.

WITNESSES

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UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO TRANSOM DRAFT GEAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF DELAWARE.

CAR DRAFT-GEAR.

1,024,481. Specification of Letters Patent. Patented Apr. 23, 1912.

Application filed December 5, 1910. Serial No. 595,692.

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a new and useful Improvement in Car Draft-Gear, of which the following is a specification.

My invention relates particularly to that class of draft-gear which is applied directly to the body-bolster of a railroad car, such as the draft-gear described in the United States Letters Patent granted to Harry M. Pflager, January 23, 1906, Number 810,805, and has for its object to increase the lateral travel of the coupler and draw-bar from their normal central position, when rounding sharp curves.

It consists essentially in interposing between the body-bolster and the rear end of the draw-bar extension (or draw-bar) to which the yoke or pocket-strap is coupled, a connecting piece or casting having at one end, spring-pockets, forming part of the draft-gear, and adapted at its other end, to interlock with, and to be radially movable by the coupler about the pivotal center of the bolster, as hereinafter more particularly described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1, is a vertical longitudinal section through my improved draft-gear as applied to a cor body-bolster, broken away, on line 1, 1, in Fig. 2; Fig. 2, a horizontal section thereof, omitting the coupler and part of the draw-bar extension, on line 2, 2, in Fig. 1, and Fig. 3, a top plan thereof.

Like letters and numerals of reference denote like parts in all the figures.

a represents the coupler, *b* the draw-bar extension, and *c* the yoke or pocket-strap in closing the "draft" and "buffing" springs *d*, and *d'*, respectively, of a suitable draft-gear, preferably such as that described in the said patent; that is to say, in the inner end of the draw-bar extension *b* are formed two pockets 1; one on each side of the longitudinal center of the car, which are adapted to receive the front end of the "buffing" springs *d'*, while on the inner face of the yoke *c* which is coupled to the draw-bar extension *b* by pins 2, are formed two pockets 1' corresponding to the pockets 1 and adapted to receive the rear ends of the "draft" springs *d*.

e represents a car body-bolster which may be of any suitable material and construction, preferably, in the present case composed of cast steel and T-shaped in cross section as shown.

In applying the above-described draft-gear to the bolster *e* according to my invention, I preferably, interpose between the latter and the said gear a loopshaped connecting piece or spring abutment *f* which is preferably composed of cast steel integral throughout, and comprises in the present case two spaced apart horizontal members 3 which are united together at their front ends by an upright member 3' and straddle the rear end of the yoke *c*, while the other, or rear ends of the members 3, are united to each other by preferably, two opposite spaced apart upright members 4 which project above and below the members 3, and, in the assembled position of the parts, are adapted on their outer or rear sides, to bear against the corresponding face of an upright portion 4' of the bolster *e*, the said faces being radial to the pivotal center *x* (or king-pin) of the bolster *e*, while the inner or front sides of the upper and lower projecting portions, of the upright members 4, which are likewise radial to the center *x*, are adapted to bear against the corresponding faces of two opposite spaced apart lugs 5, which in the present case project upward and downward respectively, from the bottom and top member 6, 6', of the bolster *e* as shown, whereby the connecting piece or spring abutment *f* is interlocked with the bolster *e* and at the same time movable about its pivotal center *x*.

It is to be here noted that the spaces between the lugs 5 on the top and bottom members 6', 6, of the bolster *e* are sufficiently wide to permit of the passage therethrough of either of the upright members 4, in assembling the piece *f*.

On the front and rear faces of the upright member 3' uniting the horizontal members 3 of the connecting piece or spring abutment *f* are formed the pockets 7, and 7', respectively, the pockets 7 being opposite and corresponding to the pockets 1 in the extension *b* and adapted to receive the rear ends of the "buffing" spring *d'*, and the pockets 7' opposite and corresponding to the pockets 1' in the yoke *c* and adapted to receive the front ends of the "draft" springs *d*.

By my improved construction as above described, the spring-pockets 7′, 7, for receiving the front and rear ends respectively, of the "draft" and "buffing" springs, in lieu of being formed in, or attached directly to the body-bolster, are carried by the outer or front end 3′ of the connecting piece *f*, whereby the entire draft-gear, of which the member 3′ is a part, is rendered movable about the pivotal center of the bolster at any desired distance therefrom according to the length of the horizontal members 3 of the connecting piece *f*.

What I claim as my invention and desire to secure by Letters Patent is:—

1. In a car draft-gear the combination with the body bolster and draw bar, of a member pivotally connected to the body bolster, a yoke connected to the end of the draw bar, and forming a connection between said draw bar and the pivotally mounted member, and springs interposed between the end of the pivotally mounted member and the ends of the yoke and draw bar.

2. In a car draft-gear, the combination with the car body bolster and the draw bar, of a member pivotally mounted on the body bolster, and having interlocking connection therewith, there being an opening formed through said member, a yoke extending through said opening and connected to the end of the draw bar, and springs interposed between the end of the pivotally mounted member and the ends of the yoke and draw bar.

3. In a car draft gear the combination with a body bolster, of a member pivotally connected to said body bolster, interlocking lugs on said bolster and member, which lugs are concentric with the king pin opening through the body bolster, a draw bar, a yoke forming a connection between the draw bar and the pivotally mounted member and springs interposed between the yoke, the draw bar and the pivotally mounted member.

4. In a railroad car, the combination with the car body-bolster, of draft-gear comprising a coupler, a draw-bar, a yoke coupled to the said bar, a "draft" spring and a "buffing" spring inclosed by the said bar and yoke, and a member located between and engaged by the front and rear ends respectively, of the said springs, the said member and other parts of the said gear being movable radially to the pivotal center of the said bolster.

5. In a car draft-gear the combination with a body bolster, having horizontal flanges, of lugs on said flanges, which lugs are radially arranged and concentric with the king pin opening of the body bolster, a member provided with lugs, which engage behind the lugs on the body bolster, and a draw bar yieldingly connected to said member.

6. The combination with a flanged body bolster provided with lugs on a corresponding pair of its flanges, which lugs are provided on their rear sides with curved bearing faces, a draft member, a pair of upright members integral with the rear end of said draft member, the ends of which upright members project above and below the body of the draft member for engagement behind the lugs on the flanges of the body bolster whereby said draft member is interlocked with the bolster and is permitted to swing laterally in a horizontal plane.

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Witnesses:
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