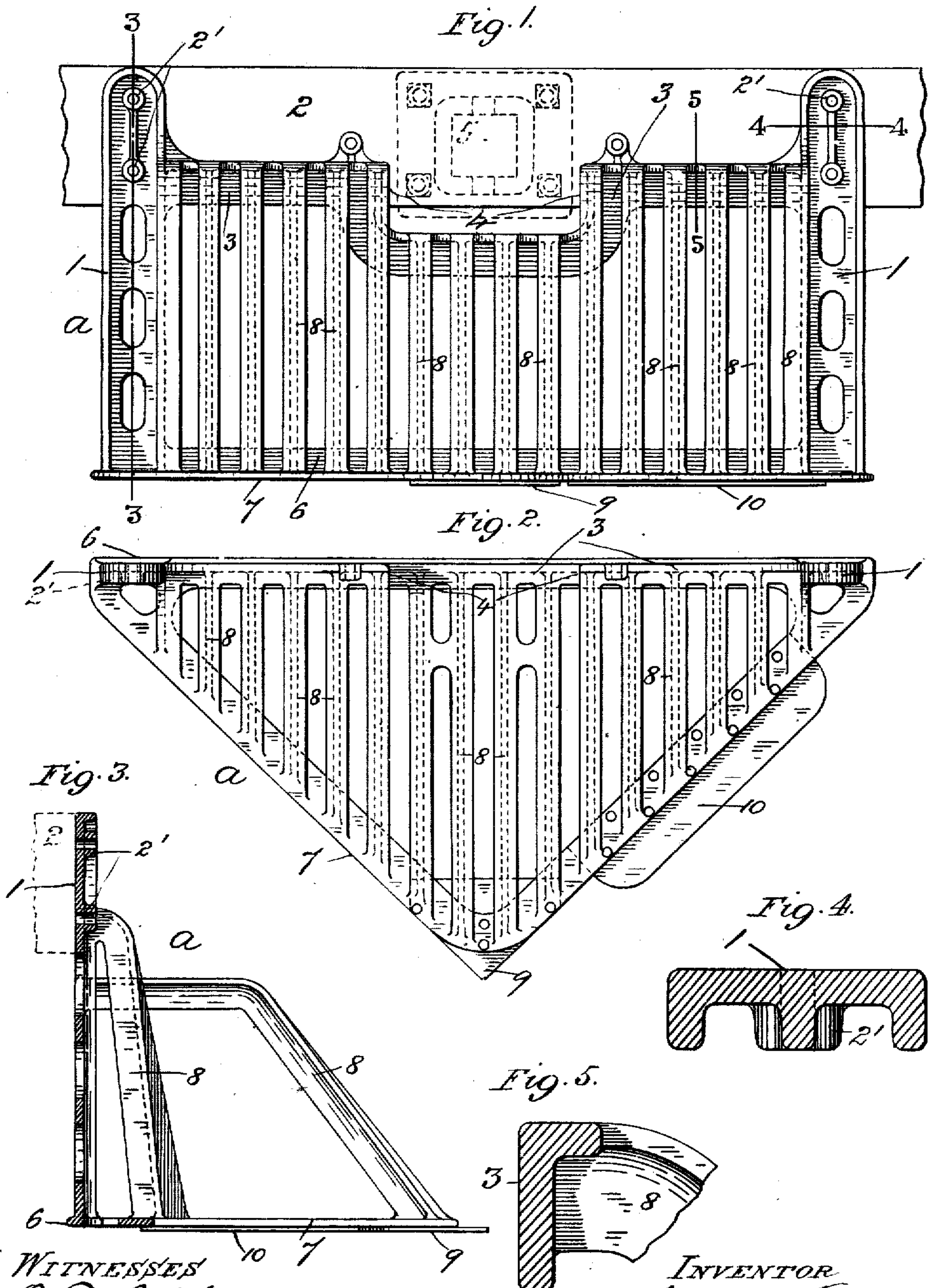


C. T. WESTLAKE.
 PILOT FOR LOCOMOTIVES AND THE LIKE.
 APPLICATION FILED JAN. 19, 1909.

924,949.

Patented June 15, 1909.



WITNESSES
O. I. Ledford,
Walter Jones

INVENTOR
Charles T. Westlake
 By *Edward M. Funnell*
 His Atty

UNITED STATES PATENT OFFICE

CHARLES T. WESTLAKE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO CLARENCE H. HOWARD, OF ST. LOUIS, MISSOURI.

PILOT FOR LOCOMOTIVES AND THE LIKE.

No. 924,949.

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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, in the State of Missouri, have
5 invented a new and useful Improvement in Pilots for Locomotives and the Like, of which the following is a specification.

My invention relates to the pilot of a locomotive, electric car, or other motor vehicle,
10 which ordinarily consists of a triangular wedge-shaped wooden framework having a top and bottom bar connected together by a series of inclined bars or slats, and the whole secured to the pilot-beam or end sill by bolts,
15 and my invention has for its object to provide a strong, rigid, and durable metallic pilot integral throughout.

It consists in features of novelty as hereinafter described and claimed, reference being
20 had to the accompanying drawing, forming part of this specification; whereon,

Figure 1, is a front elevation of my improved pilot applied to a locomotive buffer-beam or end sill (broken away) showing the
25 coupler draw-bar pocket in dotted lines, attached thereto; Fig. 2, a top plan view of the pilot detached from the beam; Fig. 3, a vertical longitudinal section through the pilot on line 3, 3, in Fig. 1, showing the end and one
30 of the middle inclined bars or slats of the pilot to the left of its longitudinal center and omitting the intermediate slats thereto for clearness of illustration; Fig. 4, a horizontal section to enlarged scale on line 4, 4, in Fig. 1,
35 through an upright member of the pilot, and Fig. 5, a vertical transverse section on line 5, 5, in Fig. 1 to enlarged scale through a horizontal member thereof.

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

a represents my improved pilot which is preferably composed of cast steel integral throughout, and consists preferably of two
45 opposite upright channel-shaped posts or members 1 arranged in the same plane and parallel to each other at a suitable distance apart according to the width of the pilot, with their flanges outward or toward the front of the pilot *a* and united arch-wise together at
50 the top, the web of each member 1 being adapted on its rear face for a suitable distance from the top to bear against the front side of the pilot-beam or end sill 2, and having suitable bosses 2' on its front face, which with
55 the web are perforated for the passage there-

through and through the beam 2, of bolts (not shown) whereby the pilot *a* is firmly fixed to the beam 2.

The posts or members 1 are connected together, at a suitable distance from the
60 top, by a horizontal preferably, L-shaped cross bar 3, having one leg vertically arranged in the plane of the members 1 and adapted therewith preferably, for a suitable
distance from each member 1, to bear
65 against the front side of the beam 2, and the other leg horizontally arranged toward the front of the pilot *a*, the cross bar 3 for a suitable distance on each side of the longitudinal
70 center of the pilot *a* being directed downward and adapted to form a pocket or recess 4, thereat, for allowing clearance to the coupler draw-bar pocket 5 (indicated by
dotted lines in Fig. 1), which is attached to the beam 2, thereat, by bolts in the usual
75 well-known manner, and for permitting free movement of the coupler draw-bar (not shown) connected thereto. Furthermore, the
posts or members 1 are united to each other
80 at the bottom by a horizontal preferably, L-shaped cross bar 6, having one leg vertically arranged in the plane of the members 1 and its other leg horizontally arranged and
adapted to form a base to the members 1, the
cross bar 6 being united thereat to two oppositely inclined horizontally arranged bottom
85 bars 7 which unite with each other at a suitable distance from the cross bar 6 and form therewith the base of the pilot *a*.

The top cross bar 3 is connected to the
90 inclined bottom bars 7 by a series of inclined bars or slats 8, which are integral with the bars 3 and 7 and may be of any desired shape in cross section, preferably T-shaped as
95 shown, the middle slats 8 which connect the recessed portion of the top bar 3 to the bottom bars 7 being horizontal for a suitable distance from the bar 3 and thence inclined
downward and outward to their junction
100 with the bars 7, the whole forming a strong, rigid, and durable pilot which may be readily and quickly fixed to or removed from the
pilot-beam without interference with the
coupler draw-bar pocket and its appendages.
105 To the bottom bars 7 on their underside are fixed the usual nose-plate 9 and foot-board 10 as shown.

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

1. The combination with a locomotive end 110

sill having a coupler draw-bar pocket attachment, of a cast metal pilot integral throughout and adapted to be fixed to the said sill, and having a depressed middle portion adapted to straddle from below, but clear of the bottom portion of the said pocket and its appendages, substantially as described.

2. The combination with a locomotive end sill having a coupler draw-bar pocket attachment, of a cast metal pilot integral throughout and comprising two parallel upright side members adapted to be fixed to the said sill, an upper transverse member uniting the upright members together and having a depressed portion adapted to straddle from below, but clear of the bottom portion of, the said pocket, a bottom transverse mem-

ber uniting the upright members together, two horizontal members converging forward from the bottom member and adapted to form the base of the pilot, and a series of inclined slats extending between and uniting the said upper and converging members together, the slats at, and for a suitable distance from their junction with the said depressed portion of the upper transverse member, being horizontal for permitting free movement of the coupler draw-bar connected to the said pocket, substantially as described.

CHARLES T. WESTLAKE.

Witnesses:

P. Z. DAVIS,

EDWARD W. FURRELL.