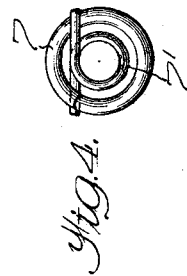
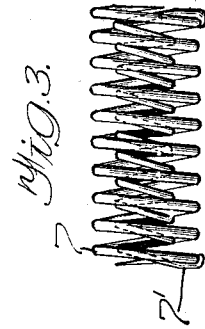
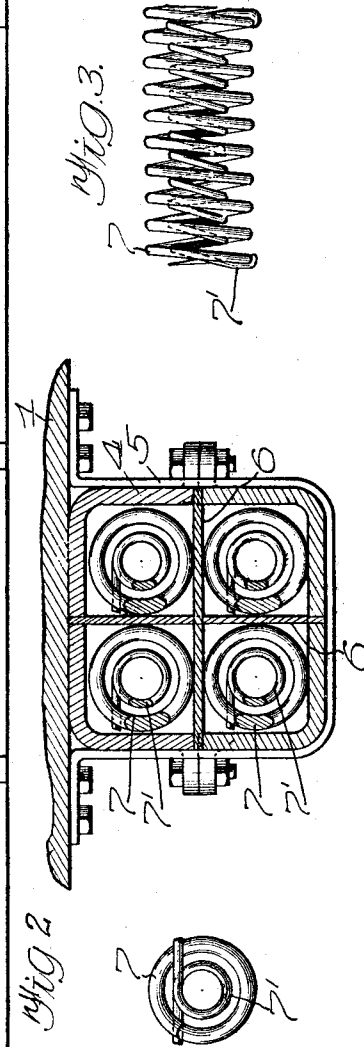
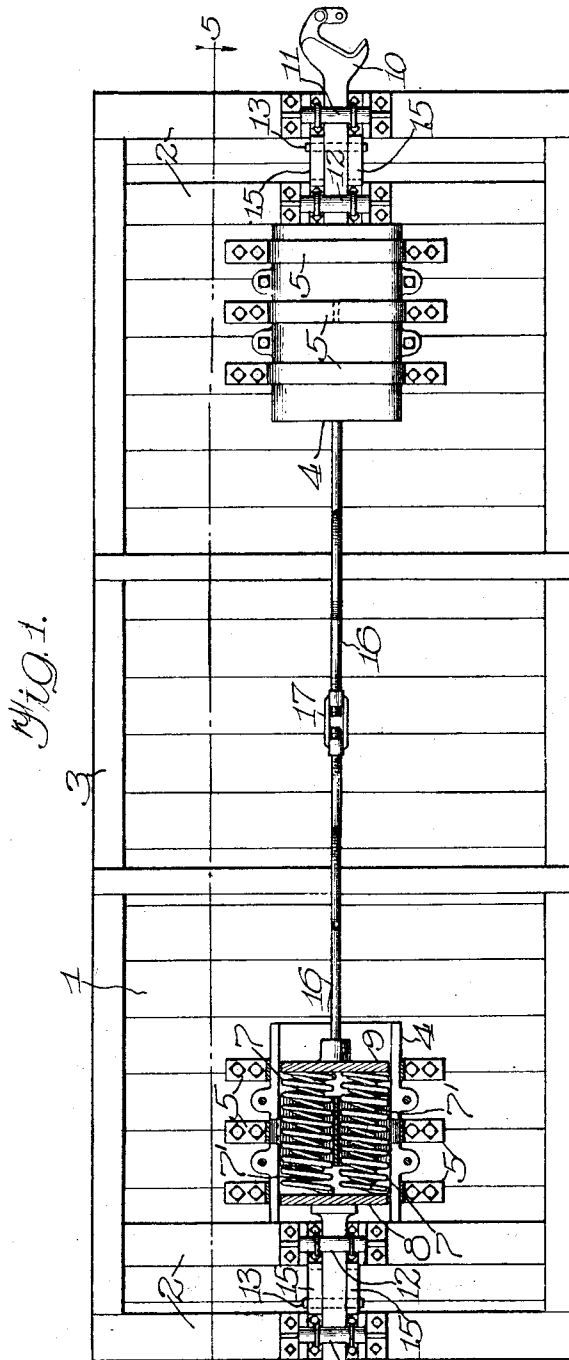


M. SIMON.
 BUFFER FOR RAILWAY CARS.
 APPLICATION FILED NOV. 1, 1911.

1,029,088.

Patented June 11, 1912.

2 SHEETS-SHEET 1.



Witnesses:
 W. D. F. F. F.
 J. A. Paulschmidt

By:

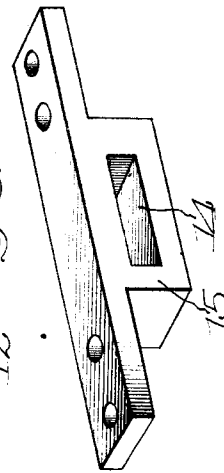
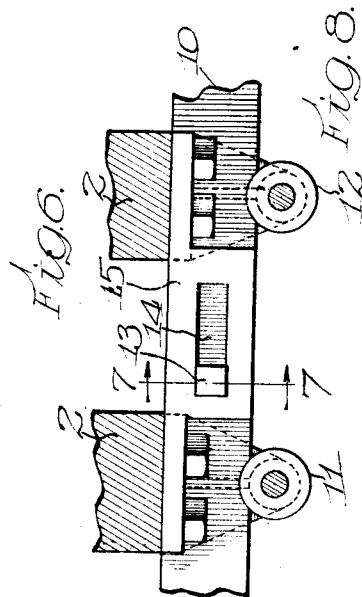
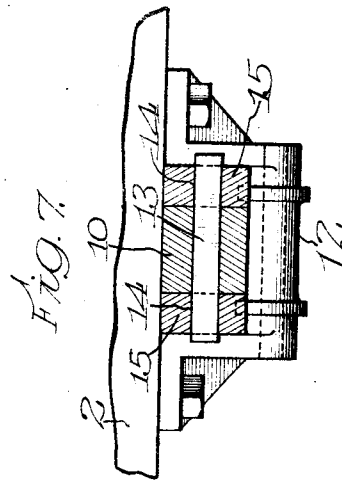
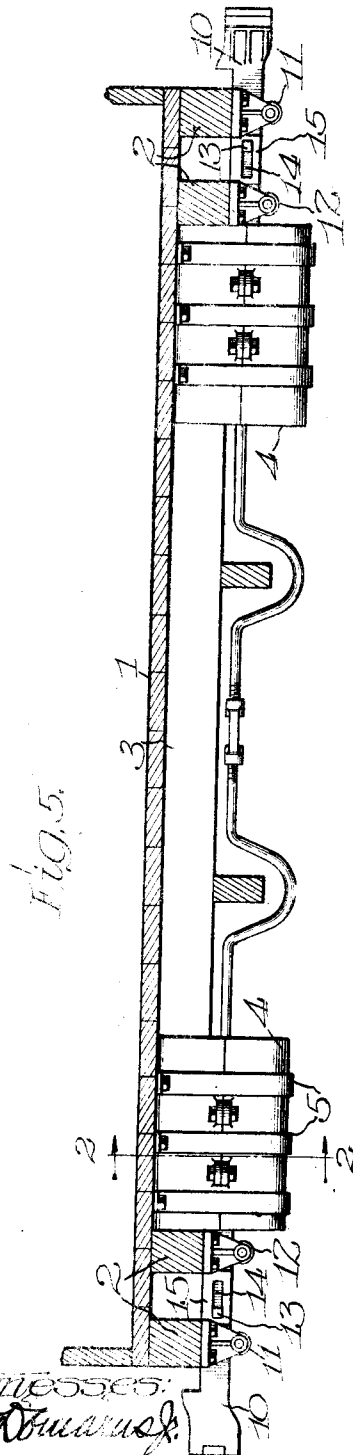
Inventor:
 M. Simon
 H. Sanders
 Att'y:

M. SIMON.
 BUFFER FOR RAILWAY CARS.
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2 SHEETS—SHEET 2.



Witnesses:
 G. A. B. B. B.
 G. A. B. B. B.

By: M. Simon
 H. Dardens
 Attys.

UNITED STATES PATENT OFFICE.

MORECZ SIMON, OF EAST CHICAGO, INDIANA.

BUFFER FOR RAILWAY-CARS.

1,029,088.

Specification of Letters Patent.

Patented June 11, 1912.

Application filed November 1, 1911. Serial No. 658,044.

To all whom it may concern:

Be it known that I, MORECZ SIMON, a subject of the Emperor of Austria-Hungary, residing at East Chicago, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Buffers for Railway-Cars, of which the following is a specification.

This invention relates to improvements in buffers for railway cars and its object is to produce a device of this class that is simple in construction and cheap to manufacture and that transmits the minimum amount of jar or jolt to the body of the car.

With the foregoing and other objects in view the invention consists in the combination and arrangement of parts to be hereinafter fully described in the following specification, pointed out in the claim and illustrated in the accompanying drawings which form a part of said specification and in which—

Figure 1 is a bottom plan of a railway car to which my improved buffer is attached, the bottom of one of the buffer cages being removed. Fig. 2 is a section taken through one of the buffer cages on line 2—2 of Fig. 5. Fig. 3 is a side view of one of the springs used. Fig. 4 is an end view of the same. Fig. 5 is a side elevation of a railway car with my improved buffer attached. Fig. 6 is an enlarged detail showing how the buffer bar is supported by a slotted plate secured to the end car sills. Fig. 7 is a section taken on line 7—7 of Fig. 6. Fig. 8 is a perspective of the slotted plate used.

Like reference characters indicate corresponding parts throughout the several views.

1 is the floor of the car provided with the usual end sills 2 and side sills 3.

4 is a buffer cage secured to the floor of the car at either end by braces 5 and internally divided into four compartments by suitable partitions 6 arranged at right angles to each other; within each partition and extending longitudinally thereof are springs 7 and 7', the latter being arranged within the former and at either end of the buffer cage and fitting snugly therein are plungers 8 and 9 arranged at the front and rear ends, respectively, of the cage and abutting the

extremities of the springs 7 and 7' and movable longitudinally of the cages.

10 is the buffer bar secured beneath the end sills upon friction rollers 11 and 12 which are fastened to the end sills, the said buffer bar being provided with a transversely disposed pin 13 the extremities of which lie in the longitudinal slots 14 of plates 15 secured to the end sills to further secure the said buffer bar in position and at the same time permits its free movement longitudinally of the car. The inner end of the buffer bar abuts and is secured to the plunger 8 to which it transmits any impact received at its free end. To the plunger 9 a rod 16 is secured whose opposite extremity is engaged by a turnbuckle 17. It is readily seen that my arrangement transmits the minimum amount of jar received by the buffer bar to the body of the car. The jar or jolt is transmitted by this bar to the forward plunger 8 of the buffer cage by which it is transmitted to the springs within the cage and by them to the rear plunger and over the rods 16 and turnbuckle 17 to the co-acting buffer cage at the opposite end of the car. The two buffers, one at each end of the car, are of course identical in construction and operation.

What I claim is:—

As a buffer for railway cars, a pair of buffer cages arranged one at either end of the said car; the cages being internally partitioned and provided with springs in several partitions, plungers arranged at either end of either buffer cage, a buffer bar secured to one of the plungers of either buffer cage, rods secured to the other plunger of either buffer cage, means secured to the end car sills and engaging either buffer bar for permitting inward and preventing outward movement of the latter from its normal position and a turnbuckle connecting the said rods.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two subscribing witnesses.

MORECZ SIMON.

Witnesses:

WILLIAM A. FUZY,
S. SENCENZI.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."