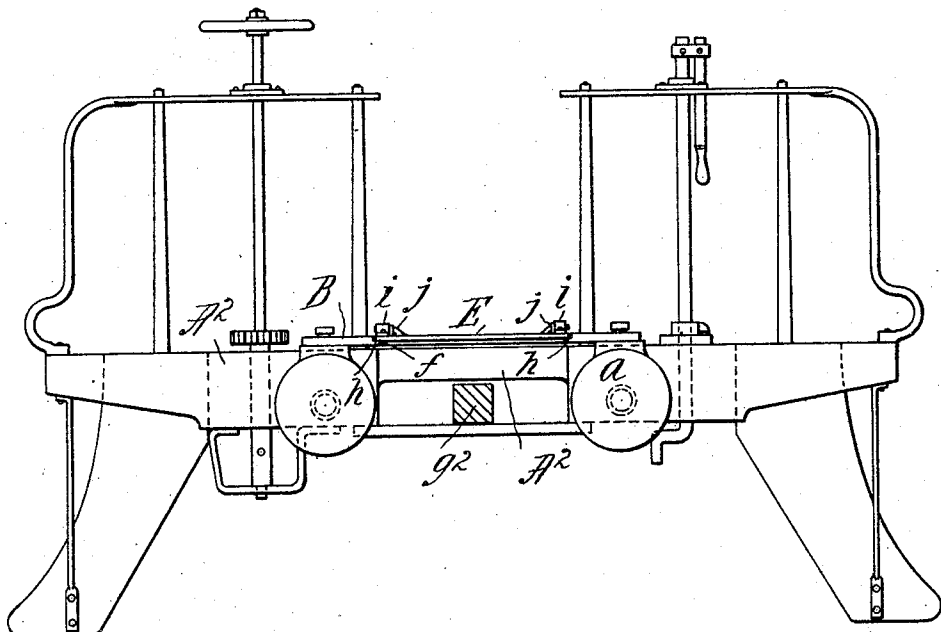
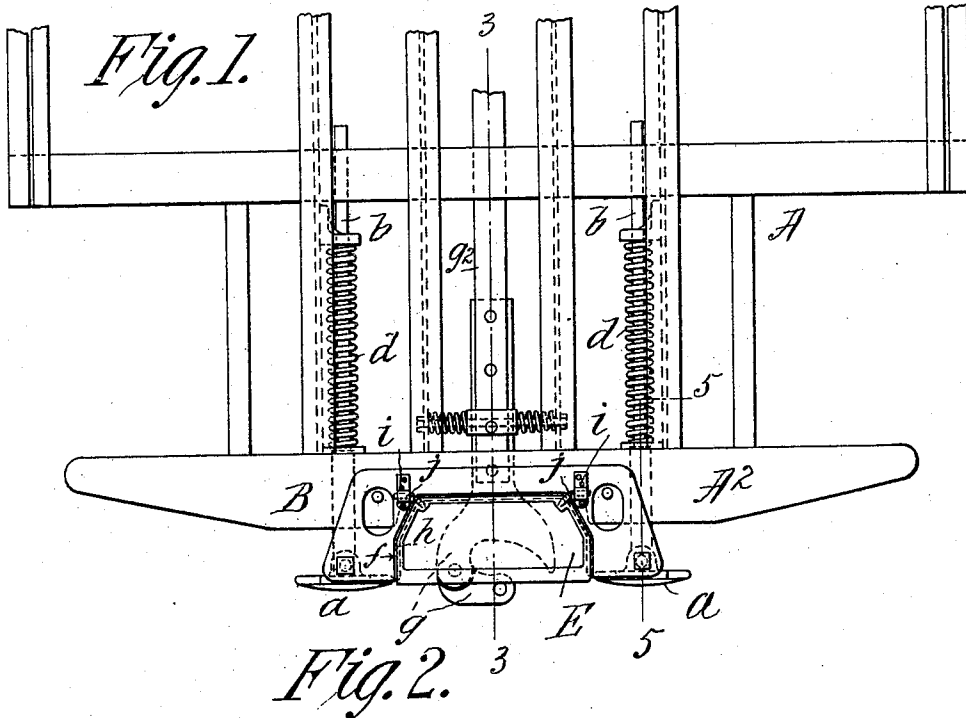


H. PEARSON.
 BUFFER PLATE FOR RAILWAY CARS.
 APPLICATION FILED FEB. 8, 1909.

933,721.

Patented Sept. 7, 1909.

2 SHEETS—SHEET 1.



WITNESSES:

H. L. Sprague
R. M. Noway

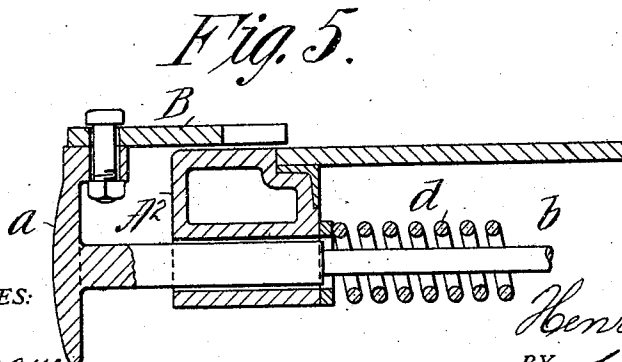
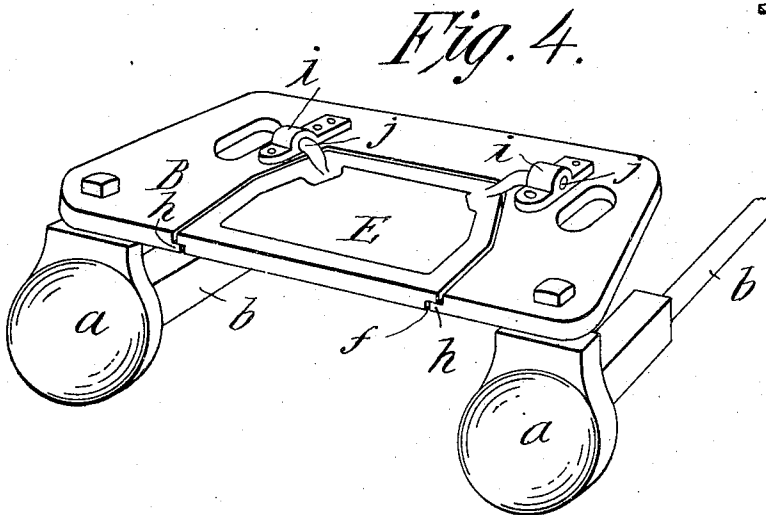
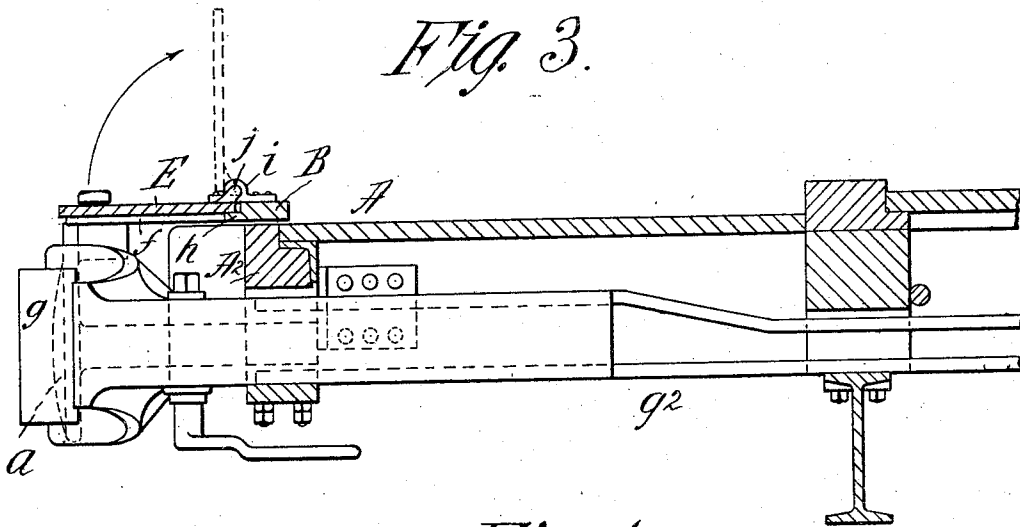
INVENTOR.

Henry Pearson,
 BY *W. H. Bell,*
 ATTORNEY.

H. PEARSON.
 BUFFER PLATE FOR RAILWAY CARS.
 APPLICATION FILED FEB. 8, 1909.

933,721.

Patented Sept. 7, 1909.
 2 SHEETS—SHEET 2.



WITNESSES:

H. L. Sprague
R. M. Mowry

INVENTOR,
Henry Pearson,
 BY *W. C. Bellem*
 ATTORNEY.

UNITED STATES PATENT OFFICE.

HENRY PEARSON, OF SPRINGFIELD, MASSACHUSETTS, ASSIGNOR TO WASON MANUFACTURING COMPANY, A CORPORATION OF MASSACHUSETTS.

BUFFER-PLATE FOR RAILWAY-CARS.

933,721.

Specification of Letters Patent.

Patented Sept. 7, 1909.

Application filed February 8, 1909. Serial No. 476,652.

To all whom it may concern:

Be it known that I, HENRY PEARSON, a citizen of the United States of America, and resident of Springfield, in the county of Hampden and State of Massachusetts, have invented certain new and useful Improvements in Buffer-Plates for Railway-Cars, of which the following is a full, clear, and exact description.

The present invention for improvements in railway cars comprises the provision at the platform end of the car of a horizontal buffer plate provided with a recess within the width of said plate, and over the location of the car coupler head, said recess opening to the edge of the buffer plate which is at the end of the car, and a plate hinge connected to the buffer plate proper normally supported and lying substantially in plane with and closing the recess in, the buffer plate, and adapted to be swung upwardly relatively to the latter.

This invention is especially available for use on cars of standard gage where, however, the draw bars and coupler heads may not all be positioned at exactly the same height so that in case a car with its coupler head either higher or lower than the coupler head on the next car may be brought to coupled connection without interference by the buffer plate,—the hinged and movable member of which may be readily swung up from its normal horizontal position to constitute no obstruction to the one coupler head coming into its interlocked connection with the other.

The invention is illustrated in the accompanying drawings in which:—

Figure 1 is a plan view of the end frame of a railway car having the improved buffer plate applied thereon; Fig. 2 is a front end elevation of the same, the draw bar being shown in cross section as taken back of the coupler head; Fig. 3 is a longitudinal sectional view on a larger scale, taken on line 3—3, Fig. 1; Fig. 4 is a perspective view of the buffer of my improved construction; Fig. 5 is a longitudinal sectional view on a larger scale as taken on line 5—5, Fig. 1.

Similar characters of reference indicate corresponding parts in all of the views.

In the drawings:—A represents the end portion of the floor frame of a railway car comprised in which is the end piece or end sill A².

B represents the buffer plate provided with the pair of oppositely located depending buffers *a, a* rearwardly, horizontally and longitudinally extending from which are the parallel buffer bars *b b* having suitable guides and supports and having combined therewith the buffer springs *d* all as quite common in railway car constructions. The buffer plate B is constructed with a recess *f* within its width, having its location above the coupler head *g* at the forward end of the draw bar *g*², such recess opening to the forward edge of the buffer plate,—that is its portion which corresponds to the end of the car. The buffer plate marginally of said recess *f* is constructed with a ledge *h*; and the buffer plate has detachable socket lugs *i i* provided thereon at locations adjacent the rear and opposite sides of said recess.

E represents the plate which is provided as an equipment of the buffer plate proper, which is hinged thereto by means of the trunnion-like pivot members *j j* at its rear opposite edge portions which are engaged in said socket lugs, said plate being normally edgewise supported on the said marginal ledge *h* of the buffer plate proper with its disposition substantially in plane with, and as a level continuation of, the buffer plate proper. This hinged plate-like portion of the buffer plate may be swung from its rearwardly located points of pivotal connection upwardly fully or only partially to the position indicated by the dotted lines at the upper left hand portion of Fig. 3. Therefore, as manifest, if a car to be brought to coupled connection with the car on which this construction of buffer is provided, happens to have the coupling head thereof mounted thereon so high that a portion thereof is much or little higher than the level of the buffer plate B, the hinged supplemental plate like portion E of the buffer plate may be readily swung upwardly so as to constitute no obstruction or impediment to the interlocking of the couplings, and so that the oncoming coupler head may not cause injury to the buffer-provided platform end of the car; and in cases of inequality in the heights of the couplings while during the time the cars are coupled, the hinged supplemental plate of the buffer may not be permitted to be supported at its normal level on the marginal ledge of the buffer plate proper it will have its position of support

on the comparatively high coupler head of the adjoining car while it is disposed in a position but slightly inclined from its normal level.

5 I claim:—

1. A railway car having at its platform end a horizontal buffer plate provided with a forwardly opening recess within its width and a hinged plate normally supported substantially in plane with, and closing the recess in, the buffer plate, and adapted to be swung upwardly relatively to the latter.

2. A railway car having at its platform end a horizontal buffer plate provided with a forwardly opening recess within its width, and at a location above the car coupler head, said recess having a marginal supporting ledge, and a plate hinge connected to the buffer plate proper normally edgewise supported on said marginal ledge substantially in plane with, and closing the recess in, such plate, and adapted to be upwardly swung.

3. A railway car having at its platform end a horizontal buffer plate provided with a forwardly opening recess within its width, a plate hinge connected to the buffer plate proper, normally substantially in plane

with, and closing the recess in said plate, and adapted to be swung upwardly relatively thereto, and means constituting the supporting engagements between edgewise portions of the buffer plate proper and said hinged plate whereby the latter is normally sustained in its horizontal position.

4. A railway car having at its platform end a coupler head and a horizontal buffer plate, thereover, provided with a forwardly opening recess within its width at a location above the coupler head, the buffer plate marginally of said recess being constructed with a ledge, said buffer plate having socket lugs to the rear and at opposite sides of said recess, and a plate having trunnion like pivot members at its rear opposite edge portions engaged in said socket lugs, said plate being normally supported on said marginal ledge, substantially in plane with, the buffer plate proper.

Signed by me at Springfield, Mass., in presence of two subscribing witnesses.

HENRY PEARSON.

Witnesses:

G. R. DRISCOLL,
WM. S. BELLOWES.