(No Model.)

T. L. McKEEN.

BUFFER FOR CARS.

No. 491,371. Patented Feb. 7, 1893.

Fig. 1.

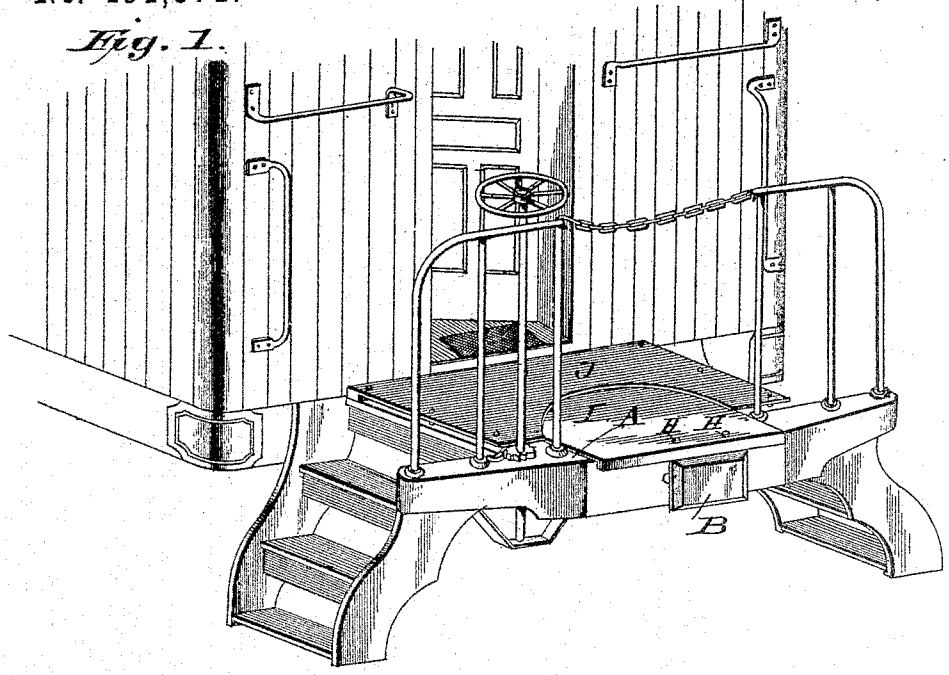


Fig. 3.

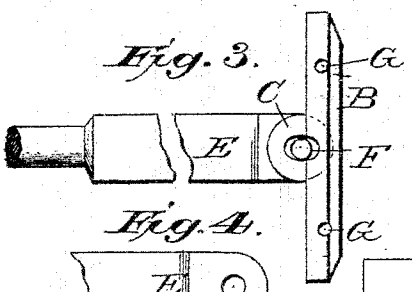


Fig. 2.

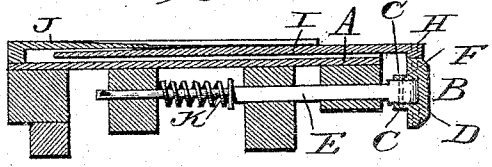


Fig. 4.

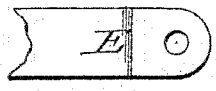
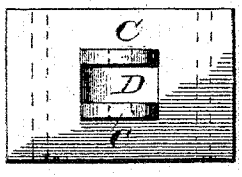


Fig. 5



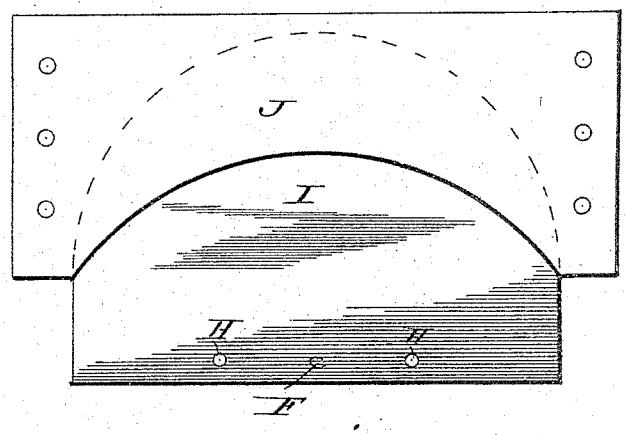


Fig. 6.

WITNESSES:
F. L. Ourand
Emmett Jones

INVENTOR:
Thomas L. McKeen
by Louis Dagger & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

THOMAS L. McKEEN, OF NEW YORK, N. Y., ASSIGNOR TO ISAAC G. JOHNSON & CO., OF SAME PLACE.

BUFFER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 491,371, dated February 7, 1893.

Application filed June 6, 1892. Serial No. 435,773. (No model.)

To all whom it may concern:

Be it known that I, THOMAS L. McKEEN, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Buffers for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of the front end of a passenger car provided with my improved buffer; Fig. 2 is a longitudinal sectional view, on a vertical plane, through the car platform, buffer, and its appurtenances; Fig. 3 is a top view of the buffer-plate and stem, the movable buffer platform having been removed; Fig. 4 is a top view of the outer end of the buffer-stem; Fig. 5 is a rear view of the buffer-plate, with the stem removed; and Fig. 6 is a plan of the movable buffer platform with its protecting shield or guard.

Like letters of reference denote corresponding parts in all the figures.

This invention relates to buffers or bumpers for railway cars; and it consists of certain improvements upon the buffer for which Letters-Patent of the United States No. 302,512, were granted to me on the 22d day July, 1884, which said improvements will be hereinafter more fully described and claimed.

Referring to the drawings, the letter A designates one of the platforms of a passenger coach equipped with my improved buffer, shown at B. The latter is provided on its rear side, facing the car, with two projecting perforated lugs, C C, between which the plate is recessed, as shown at D, to receive the outer end of the rounded buffer-stem E, the plate B being hinged or pivoted upon stem E by a stout pin or pintle, F, inserted through the apertured lugs C C and through a coinciding aperture in the forward end of the buffer-stem, thus giving to plate B free play upon its stem within certain limits. The buffer-plate B is bored through vertically on opposite sides of its middle hinge, as shown at G G, for the insertion of bolts H H, by means of which a plate, I, is fastened horizontally to the top of plate B. This plate I extends back of the buffer-plate so as to overlap the car platform A; its rear end being rounded in the arc of a circle having the pivot-bolt or hinge-pin F for its center. The inner rounded end of this horizontal plate I is overlapped and partly covered by a guard-plate or horizontal shield, J, fastened upon the stationary platform A and extending out over the movable rounded end of the buffer-plate I. That part of the buffer-stem which projects under the platform is provided with the usual buffer-spring K, impelling the buffer outwardly, so that when the cars are coupled, the buffers with their respective platforms I will form a bridge between the platforms of adjacent cars, forming, so to speak, a continuous platform adapted for vestibuled and other cars in the make-up of a train.

Having thus described my invention, I claim and desire to secure by Letters-Patent of the United States:

The combination of the stationary platform, the spring actuated buffer stem having its outer end rounded and provided with an aperture, the buffer plate having openings near each end, central rearwardly extending lugs with aligned apertures and the curved recess to receive the end of the buffer stem, the pintle passing through the apertures in the said lugs and stem, the movable top plate connected near each end of the buffer plate by means of bolts passing through the apertures in said plate, and overlapping the stationary platform and the guard plate or shield fastened upon the car platform and overlapping the inner end of the movable top plate, substantially as described.

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

THOMAS L. McKEEN.

Witnesses:
M. C. HASCALL,
E. J. FINNEY.