

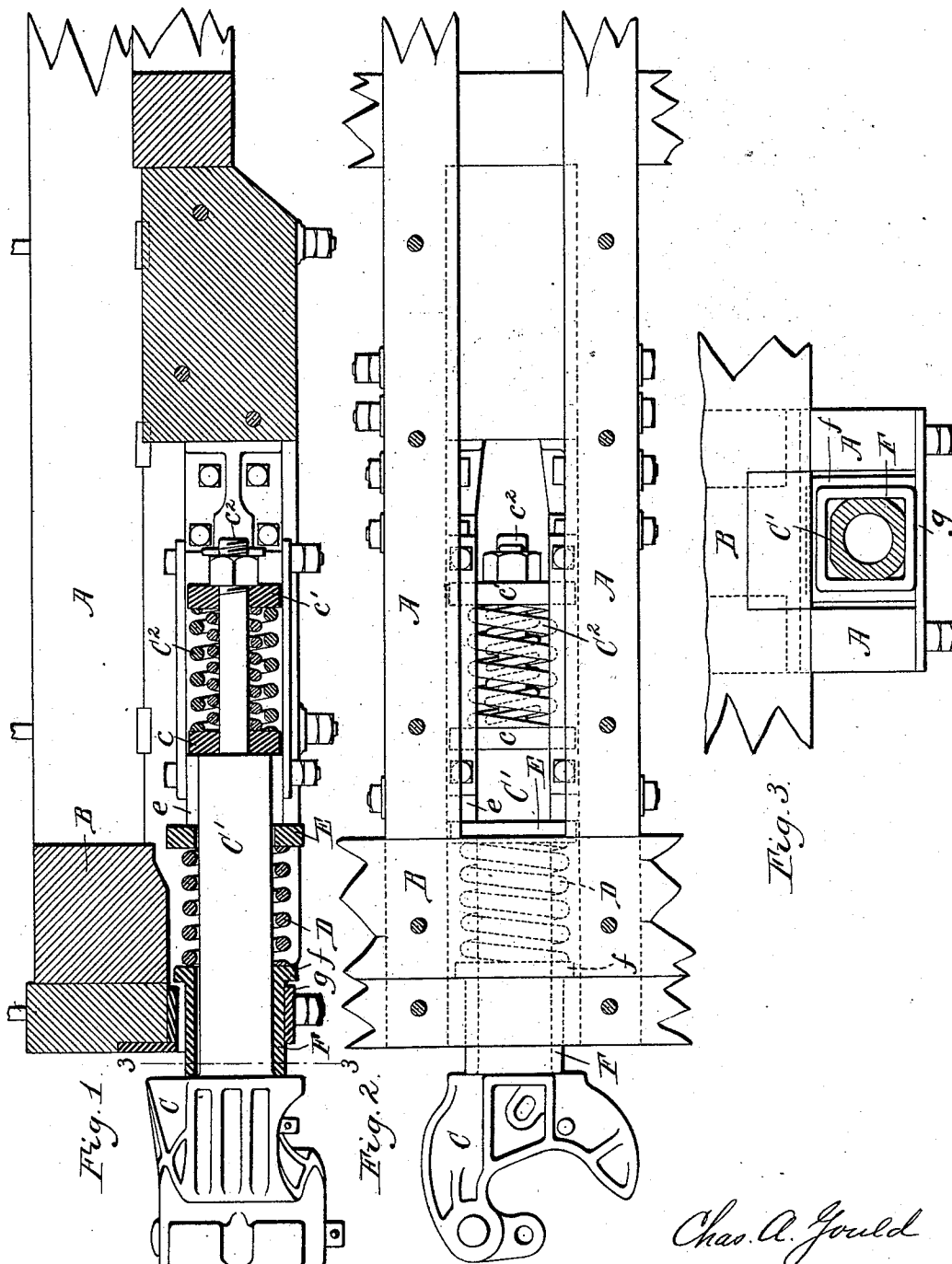
(No Model.)

2 Sheets—Sheet 1.

C. A. GOULD.
CAR BUFFER.

No. 529,857.

Patented Nov. 27, 1894.



Emil Neuhardt
Chas. F. Burkhardt. } WITNESSES.

My Wilhelm A. R. R. R.

Chas. A. Gould

INVENTOR.
ATTORNEYS.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

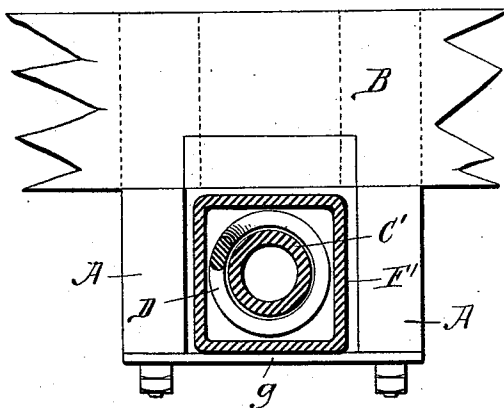
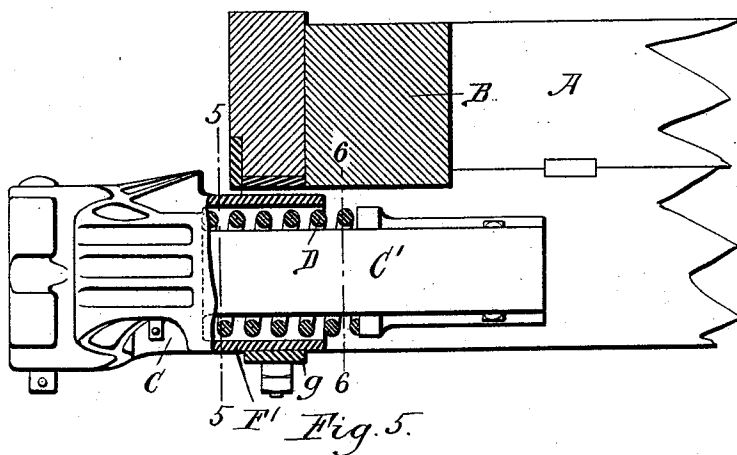
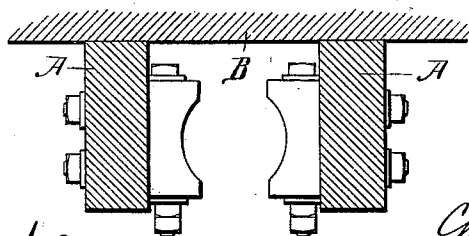


Fig. 6.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES A. GOULD, OF BAY SIDE, NEW YORK.

CAR-BUFFER.

SPECIFICATION forming part of Letters Patent No. 529,857, dated November 27, 1894.

Application filed May 26, 1894. Serial No. 512,505. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. GOULD, a citizen of the United States, residing at Bay Side, in the county of Queens and State of New York, have invented a new and useful Improvement in Car-Buffers, of which the following is a specification.

My invention relates to the supplemental buffer devices which are employed principally in connection with freight cars, in addition to the ordinary or main buffer springs on the drawbar.

The object of my invention is to produce a simple supplemental buffer of this character which is readily applicable to ordinary cars without necessitating any changes in the construction of the same.

In the accompanying drawings consisting of two sheets: Figure 1 is a longitudinal sectional elevation of the draft gear of a freight car provided with my improvement. Fig. 2 is a top plan view thereof. Fig. 3 is a cross section in line 3—3, Fig. 1. Fig. 4 is a sectional elevation of a modified construction of the improvement. Figs. 5 and 6 are cross sections in lines 5—5 and 6—6, Fig. 4.

Like letters of reference refer to like parts in the several figures.

A represents the center sills of the car body and B the end sill.

C is the drawhead, C' the drawbar and C² the main draft and buffer springs which preferably co-operate with two followers c c' connected with the drawbar by the usual tail bolt c². This main spring mechanism may, however, be of any other suitable construction, as it forms no part of my invention.

D is a supplemental buffer spring applied to the drawbar in front of the main buffer springs C² and bearing at its rear end against a collar or abutment E and at its front end against the rear end of a sleeve or bushing F surrounding the drawbar. The collar E loosely surrounds the rear portion of the drawbar and abuts preferably against the same lug e which forms the stop of the front follower c of the main buffer springs. The drawbar slides freely in the sleeve or bushing F and the latter rests loosely upon the usual carry iron g secured to the under sides of the center sills, so as to permit the sleeve to slide inward and outward upon the carry-iron. The front end of the sleeve abuts against the upright rear end of the drawhead,

while the rear end of the sleeve is formed with a projecting flange f against which the front end of the supplemental buffer spring bears. The sleeve F is preferably rectangular in cross section to correspond to the flat-sided form of the drawbar.

When the drawhead is moved inward by contact with the drawhead of an opposing car, the sleeve or bushing F is compelled to take part in this movement, thereby compressing the supplemental buffer spring, as well as the main buffer springs C², and correspondingly increasing the resistance offered to the inward movement of the drawhead. The latter is thus effectually checked and prevented from striking against the end sill or buffer block with sufficient force to break it off the drawbar.

In the modified form of my invention represented in Figs. 4, 5 and 6, the sleeve or bushing F' is formed integrally with the drawhead and projects rearwardly therefrom. The supplemental buffer spring bears in this case directly against the rear end of the drawhead and the sleeve serves as a pocket which incloses the spring.

I claim as my invention—

1. The combination with the car body, the drawhead, the drawbar and the carry-iron of the draw bar, of a sleeve surrounding the draw bar and extending rearwardly from the draw head and resting upon said carry-iron, a stop or abutment arranged in rear of said sleeve, and a buffer spring surrounding the draw bar and bearing at its rear end against said stop or abutment, substantially as set forth.

2. The combination with the car body, the drawhead, the drawbar and the carry iron of the drawbar, of a sleeve loosely surrounding the front portion of the drawbar and arranged to slide upon the carry iron, a lug or abutment arranged in rear of said sleeve or bushing, and a supplemental buffer spring surrounding the drawbar and bearing at its rear end against said abutment and at its front end against said sleeve or bushing, substantially as set forth.

Witness my hand this 14th day of May, 1894.

CHARLES A. GOULD.

Witnesses:

F. J. HUNTLEY,
AUGUSTUS DOWDELL.