

H. B. KING.
 Railroad Car Buffer Frames.

No. 153,491

Patented July 28, 1874.

FIG. I.

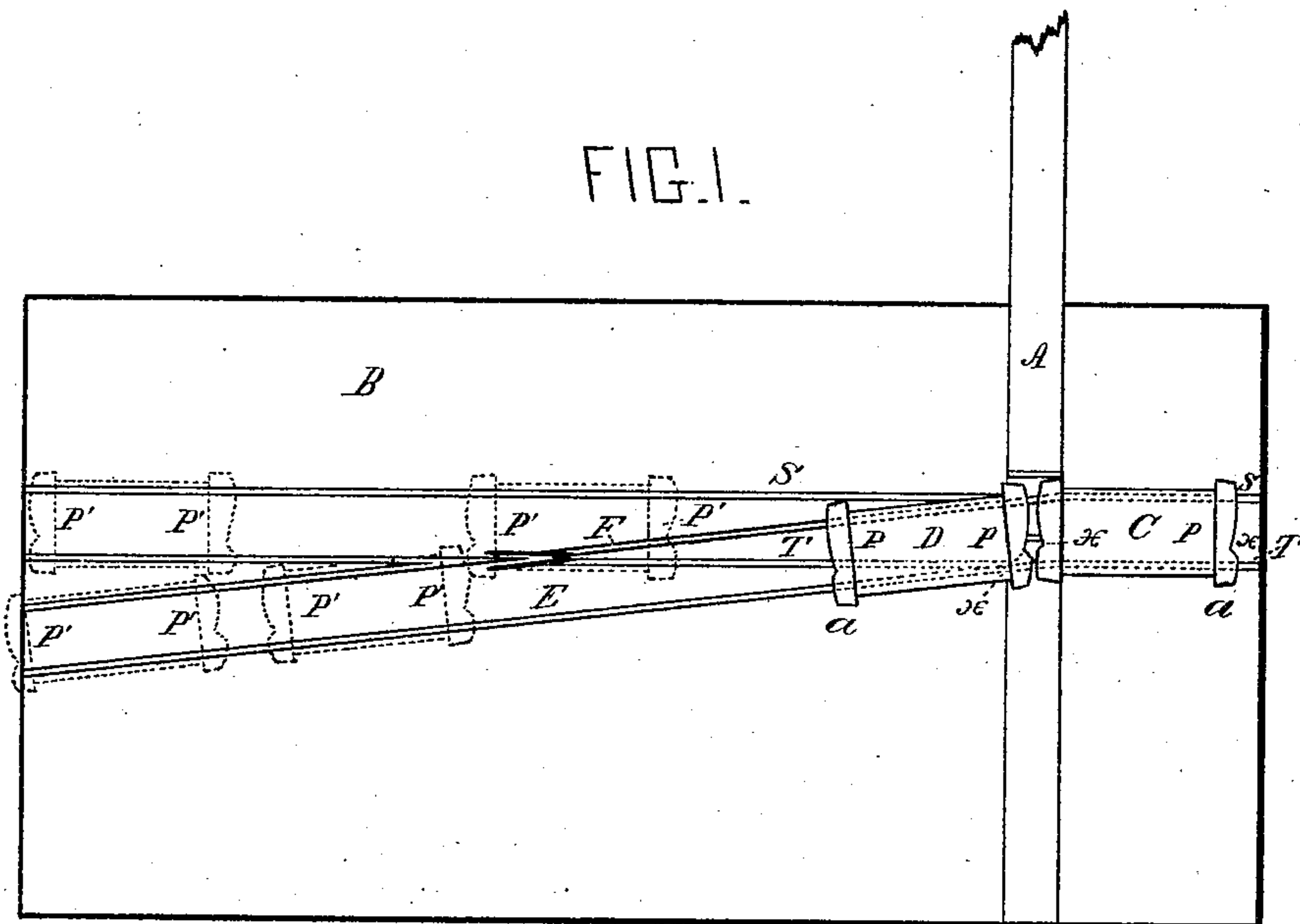
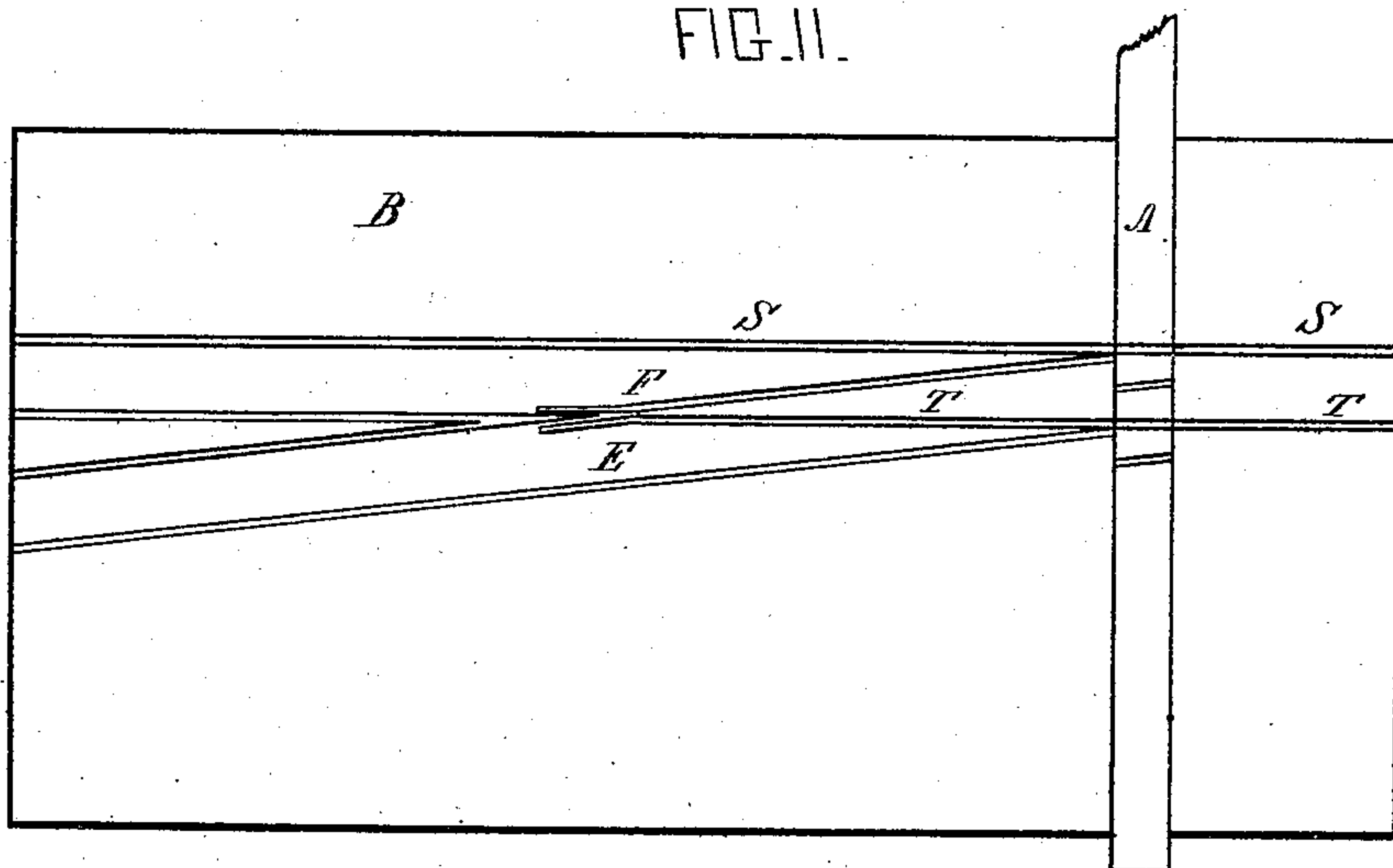


FIG. II.



Witnesses:

J. W. Elliott.
G. A. Chapin,

Inventor:

Hudson B. King

UNITED STATES PATENT OFFICE.

HUDSON B. KING, OF HYDE PARK, ILLINOIS.

IMPROVEMENT IN RAILROAD-CAR BUFFER-FRAMES.

Specification forming part of Letters Patent No. **153,491**, dated July 28, 1874 ; application filed November 1, 1873.

To all whom it may concern:

Be it known that I, HUDSON B. KING, of Hyde Park, in the county of Cook and State of Illinois, have invented an Improvement in Switching Cars, of which the following is a specification:

The nature of the present invention consists in the novel construction of the buffer-frames of cars, whereby the latter may be switched on a track by one car driving another on the switch, the buffer-frames being recessed or notched out on their faces to enable a coupling-pin to be inserted, and having inclined projecting ends to move the cars and prevent one car from catching against another.

The object of making the improvement is to provide cars which can be switched by the aid of a short transfer-track or switch operating between the forward trucks of one car and the rear trucks of the adjoining cars, as the whole is hereinafter fully described and shown.

In the drawing, Figure 1 is a plan view of a railroad-track, on which are plan views of cars provided with my improved buffer-frames for switching cars. Fig. 2 is a plan view of a railroad-track with the cars removed.

C is a plan view of a car standing on the main track S T, and D represents a car standing on the switch adjoining the main track. The buffer-frames are shown at P P, and they differ from those in ordinary use in the form of the ends *a a*, which are beveled to prevent one car catching against another after a car has been switched onto the side track E, and they also differ in the form of their faces, in which notches *x x* are formed to allow a coupling-pin to connect or disconnect the cars

when other parts of the buffer-frames are in contact.

The cars may have the same form as at present in use, and the buffer-frames may be attached in the same manner, the form shown and described being the peculiar improvement.

The operation is simple, and as follows: A is a short transfer-track which is provided with short rails, which, when the part A is drawn lengthwise and transversely with the track S T, will allow a car either to run on the main track or switch-track, accordingly as the short rails on the transfer-track shall have been moved. The cars are stopped so that the switch on transfer-track will be between them. The transfer A is moved so as to switch the cars, and the train is then backed down until the required number of cars are put on the side track. The train is then brought to a stand, and the switch set for the main track. Then the train is backed until the cars on the switch are pushed clear of the other cars, the beveled ends preventing one car from striking solid against the other in passing backward onto the switch.

The dotted lines P' P' show the position of the cars when being switched.

I claim and desire to secure by Letters Patent of the United States—

The buffer-frames P, provided with elongated beveled ends *a a* and notches *x*, constructed to operate substantially as and for the purposes set forth.

HUDSON B. KING.

Witnesses:

J. H. ELLIOTT,
G. L. CHAPIN.