

(No Model.)

I. HAZELTON.
CAR COUPLING.

No. 412,706.

Patented Oct. 8, 1889.

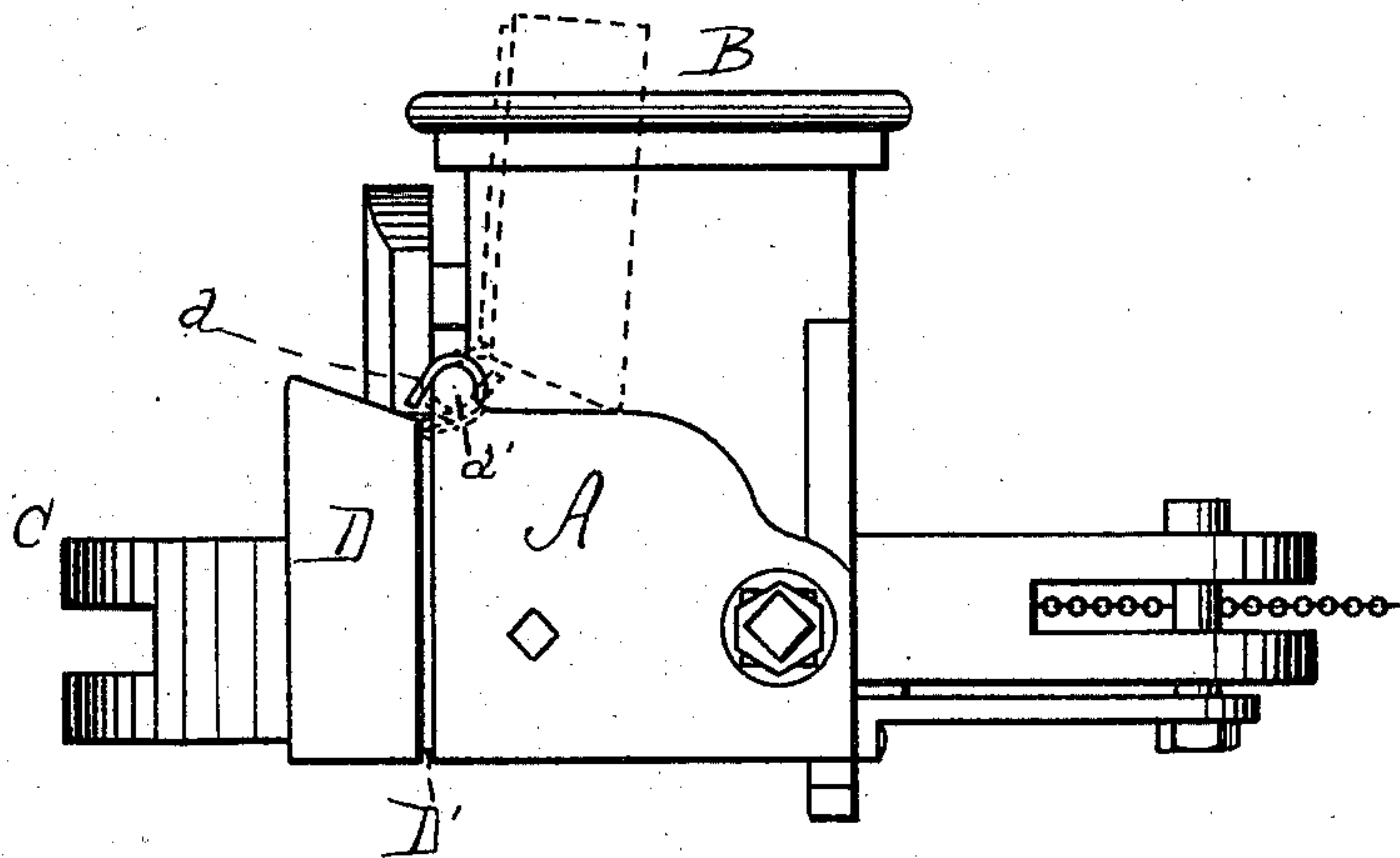


FIG. 1.

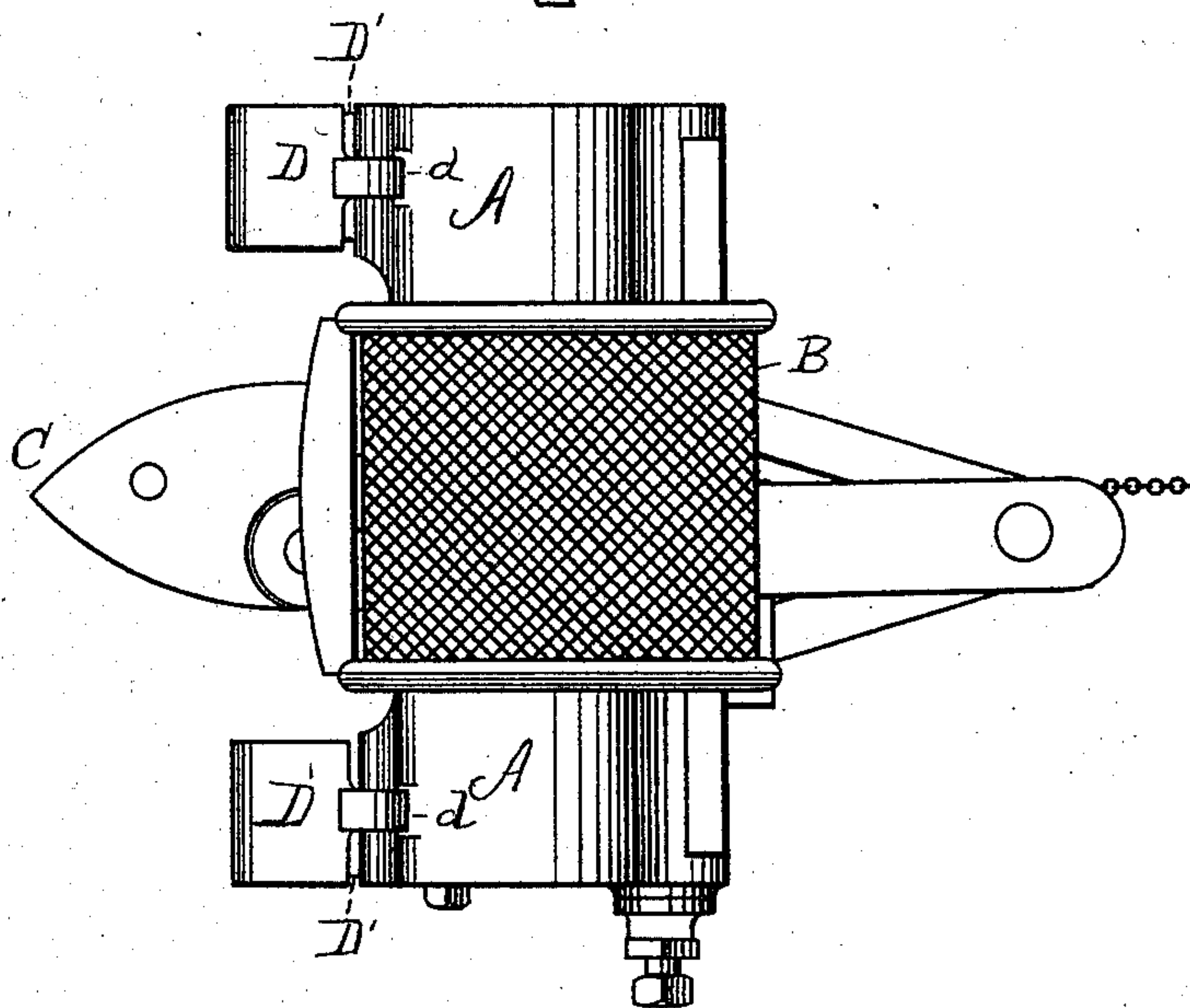


FIG. 2.

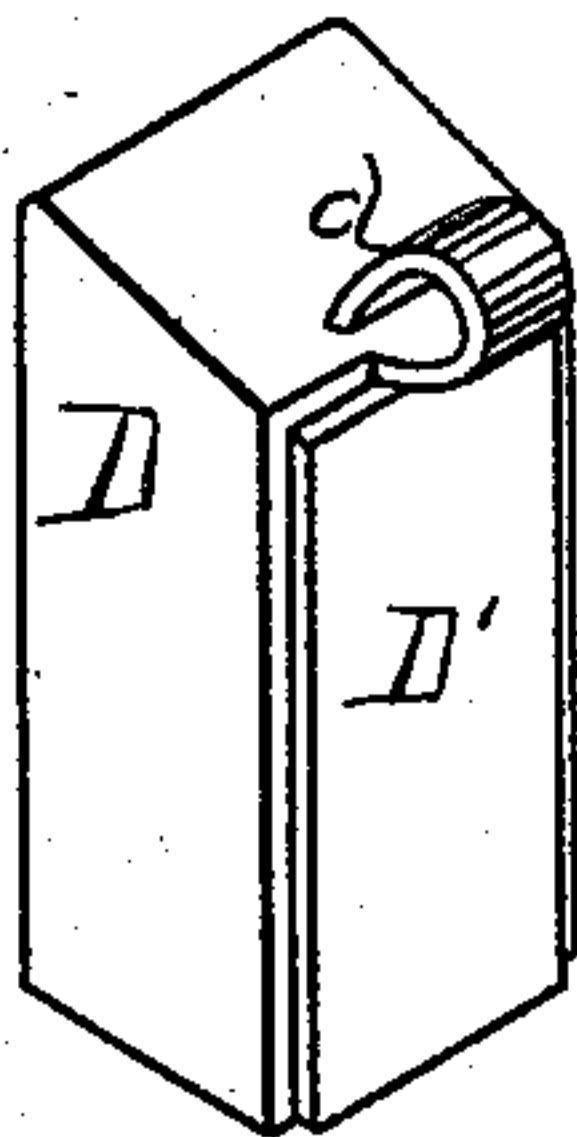
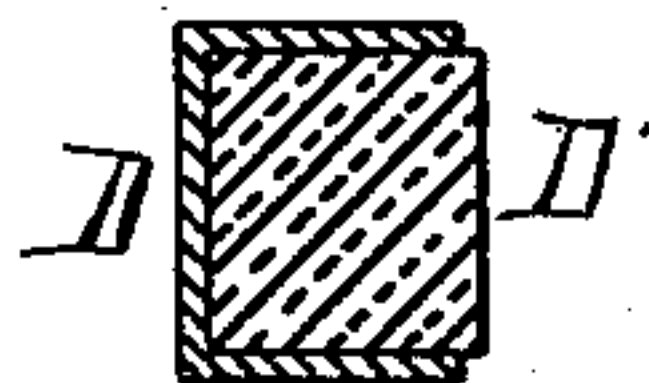


FIG. 3.



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Fig. 4 By his Atty.

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WITNESSES.
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UNITED STATES PATENT OFFICE.

IVORY HAZELTON, OF BOSTON, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 412,706, dated October 8, 1889.

Application filed August 9, 1889. Serial No. 320,269. (No model.)

To all whom it may concern:

Be it known that I, IVORY HAZELTON, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

This invention relates to that class of couplers which are known as "engine-couplers" and are intended to be secured to the rear end of the tender, and by which the engine is coupled to a train of cars, more especially freight-cars, and it is an improvement on the coupler for which Letters Patent of the United States numbered 378,311 were granted to me February 21, 1888.

The particular object of the invention is to provide suitable buffers for such a coupler, whereby both the tender and the coupler may be protected from injury when freight-cars are coupled onto the tender.

In the accompanying drawings, in which similar letters of reference indicate like parts, Figure 1 is a side elevation of an engine-coupler similar to that described in the patent above referred to with my buffers applied to it. Fig. 2 is a plan view of the same. Fig. 3 is a view in perspective of one of the buffers removed. Fig. 4 is a horizontal cross-section of the same.

A A is the frame of the coupler, made in two wings, as shown. B is the foot-board, and C the head of the draw-bar, all constructed substantially as described in the Letters Patent above referred to, and not new in my present invention.

Suspended in front of the frame on each side of the draw-bar, and secured to the upper edge of said frame by means of hooks *d*,

in any desired manner which will allow of the buffers being swung upon the frame, as shown in broken lines, Fig. 1, are my buffers. Each of these buffers consists of a metallic case or shell D, open at the rear, and preferably at the bottom, and a block of rubber D'. This case D, as will be seen, covers the top, front, and sides of the rubber block or cushion D', and said block of rubber projects rearward a little beyond the case, so as to have room to contract without the shell coming into contact with the frame of the coupler. The hooks *d* catch over suitable ears *d'* or other practicable devices, and when the buffers are not in use they allow of their being swung up out of the way in the position shown in broken lines, Fig. 1. When such buffers are in position for use, however, they serve very effectually in preventing the shock from the coupling on of a freight-car or train from injuring the tender or the coupler.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the frame A of the coupler, of the buffer described, consisting of the metallic case or shell D, open at its rear side and suspended in front of said frame, and the rubber block or cushion D, inclosed in said shell and projecting slightly rearward therefrom, substantially as and for the purpose set forth.

IVORY HAZELTON.

Witnesses:

HENRY W. WILLIAMS,
B. W. WILLIAMS.