

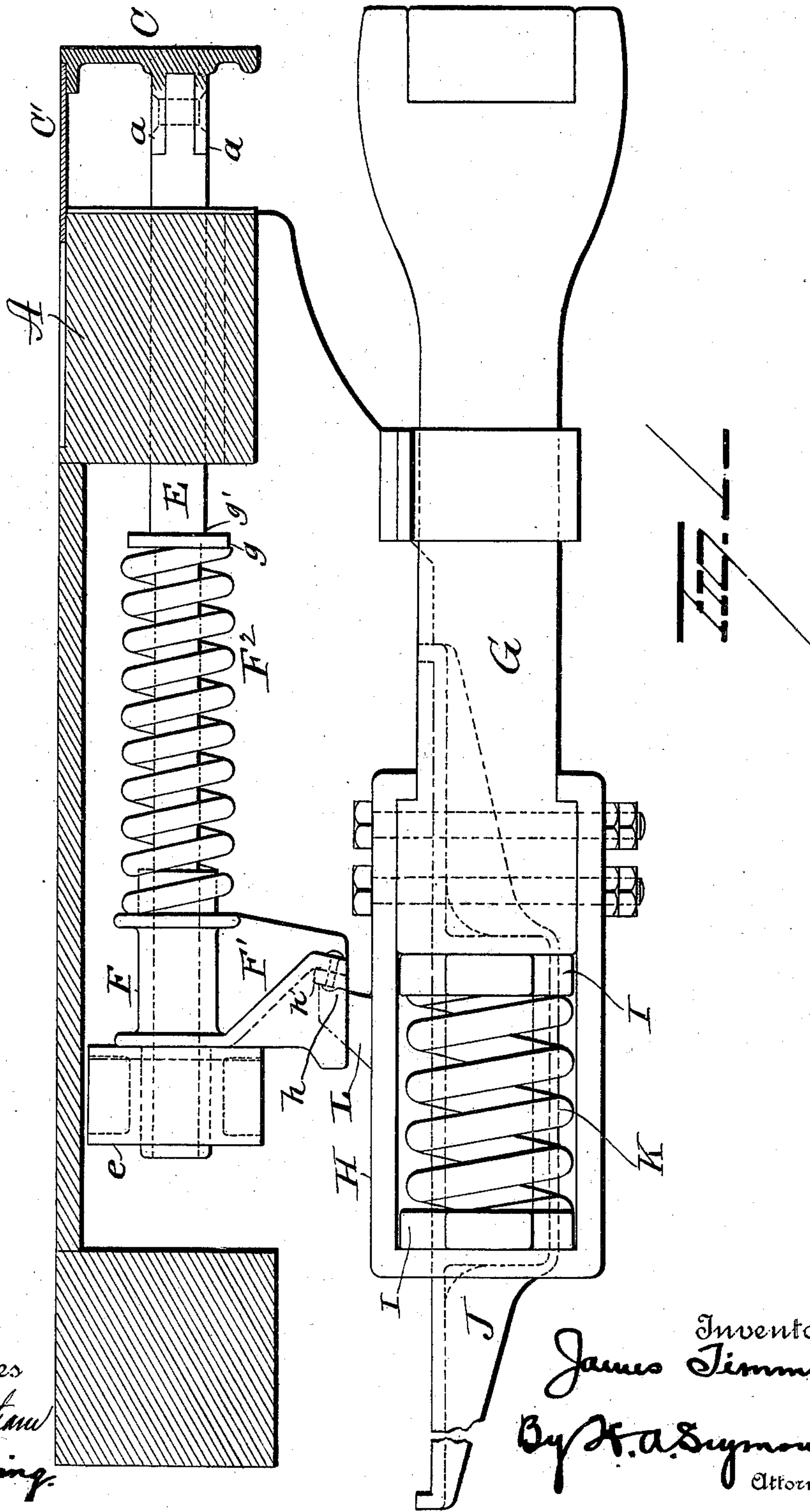
(No Model.)

2 Sheets—Sheet 1.

J. TIMMS.  
BUFFING DEVICE FOR CARS.

No. 535,470.

Patented Mar. 12, 1895.



Witnesses  
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G. F. Downing

Inventor  
James Timms  
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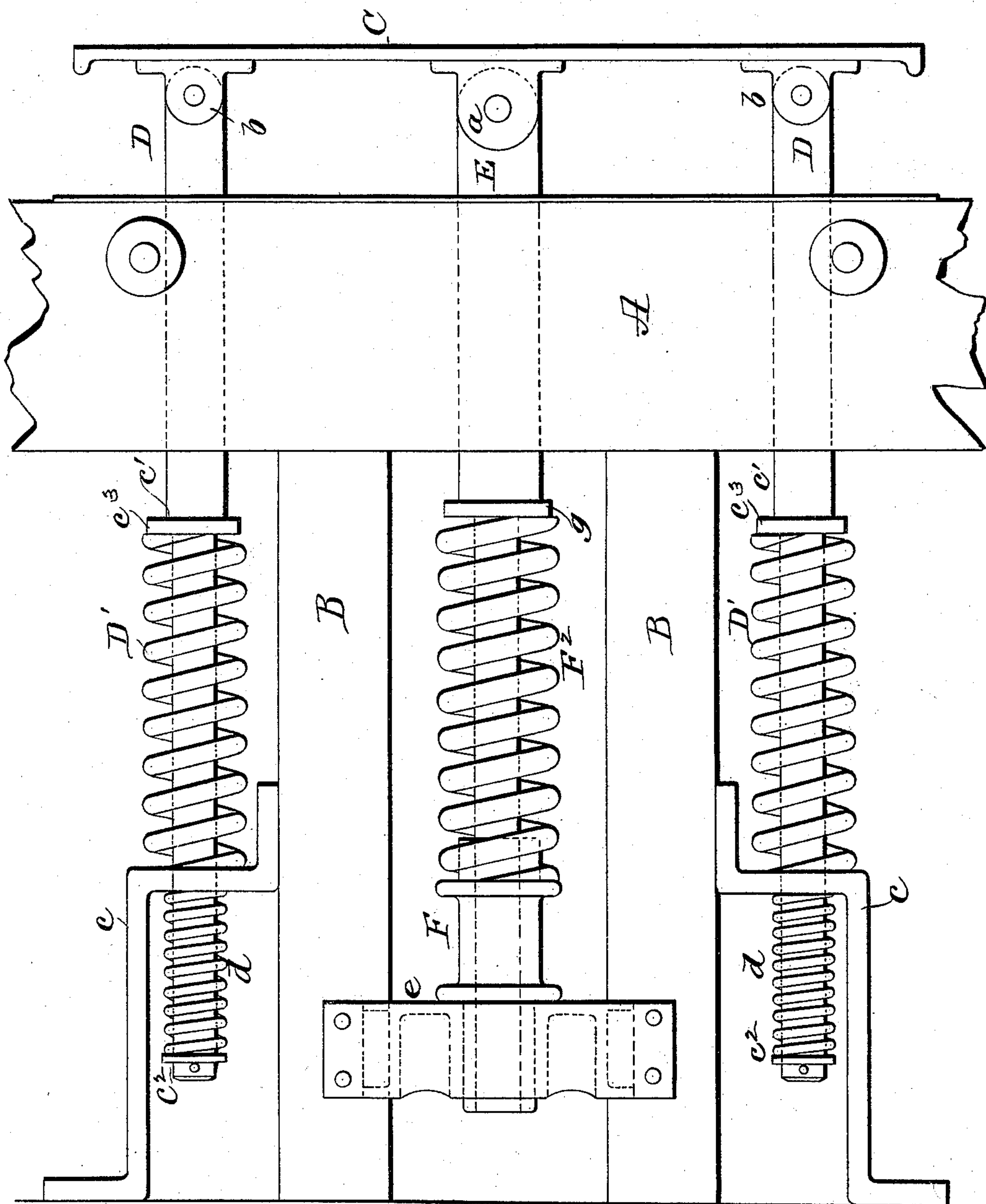
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2 Sheets—Sheet 2.

J. TIMMS.  
BUFFING DEVICE FOR CARS.

No. 535,470.

Patented Mar. 12, 1895.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JAMES TIMMS, OF COLUMBUS, OHIO, ASSIGNOR TO THE BUCKEYE MALLE-  
ABLE IRON AND COUPLER COMPANY, OF SAME PLACE.

## BUFFING DEVICE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 535,470, dated March 12, 1895.

Application filed December 29, 1894. Serial No. 533,312. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES TIMMS, a resident of Columbus, in the county of Franklin and State of Ohio, have invented certain new and  
5 useful Improvements in Buffing Devices for Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use  
10 the same.

My invention relates to an improvement in buffing devices for cars,—the object of the invention being to produce simple, cheap and efficient means whereby to insure the proper  
15 operation of the buffing devices and cause the buffing plates of two abutting cars to be always maintained in contact with each other.

With this object in view the invention consists in certain novel features of construction  
20 and combinations and arrangements of parts, as hereinafter set forth and pointed out in the claims.

In the accompanying drawings: Figure 1 is a longitudinal sectional view taken between  
25 one of the draft timbers B and rod E, the part *e* being shown in elevation. Fig 2 is a plan view.

A represents the sill of a car and B, B, the draft timbers.

30 Disposed in front of the sill A is a buffing plate C, to which an apron or guard plate C' is connected and adapted to rest on the sill. The buffing plate C is provided on its rear face with several pairs of lugs or ears *a*, and *b*, *b*.  
35 Between the lugs or ears *b*, buffer rods D are pivotally connected and extend rearwardly through suitable perforations in the sill, their rear ends being adapted to pass through perforations in brackets *c* secured to the car.  
40 Each buffer rod D is made with a shoulder *c'* against which a washer *c<sup>3</sup>* is adapted to bear. Between the washer *c'* and the bracket *c*, a spring D' is located on each rod D. A washer *c<sup>3</sup>* is located at the extreme rear end of each  
45 rod D and on each of said rods, between the washer *c<sup>3</sup>* and bracket *c*, small springs *d* are located.

To the center of the buffing plate C, a rod E is pivoted between the ears *a* and extends  
50 rearwardly therefrom through the sill, the rear end of said rod E being adapted to pass through

a perforation in a plate or bracket *e* secured to the draft timbers.

On the rod E, near the rear end thereof, a collar F is located and provided with a de- 55  
pending arm F', one end of said collar being adapted to bear against the plate or bracket *e* and the other end against a buffing spring F<sup>2</sup> on the rod E, the other end of said spring bearing against a washer *g*, which latter has 60  
its seat against a shoulder *g'* on the rod E.

G represents the draw bar of the coupling and H the yoke secured thereto. Transverse follower plates I are located within the yoke and project at their ends into slotted draft 65  
irons J secured to the draft timbers. Between said follower plates a spring K is located. On top of the yoke H, a lug L is formed integral therewith and has an inclined front face *h* adapted to engage an inclined wearing plate 70  
*h'* secured to the lower end of the depending arm F' of collar F.

From this construction and arrangement of parts it will be seen that when the coupling moves forward the lug L on the yoke H, en- 75  
gaging the depending arm F', will tend to force the same and the buffer rod E forward, and the buffing plate at the forward end of said rod will be thus maintained in contact with the buffing plate on an abutting car. 80

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

1. The combination with a draw bar, and a yoke comprising a strip of metal bent into sub- 85  
stantially U-shape, secured to the draw-bar, followers passed through the yoke, and a spring interposed between the followers, of buffing mechanism, and an abutment depending therefrom, said yoke having a projection 90  
thereon adapted to engage the abutment whereby to force the buffing mechanism forward with the draw bar, substantially as set forth.

2. The combination with a draw bar, a yoke 95  
secured thereto and a buffing plate, and draft timbers, of brackets secured to the draft timbers, rods connected to the buffing plate and extending rearwardly through said brackets, shoulders on said rods, springs on the rods 100  
between said shoulders and brackets, washers on the rear ends of said rods, springs between

said washers and brackets, a central rod connected to the buffing plate, a shoulder on the last-mentioned rod, a collar having a depending arm also on said rod, a spring between  
5 said collar and shoulder, and a lug on the yoke to engage said depending arm, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES TIMMS.

Witnesses:

VERNON E. HODGES,  
S. G. NOTTINGHAM.