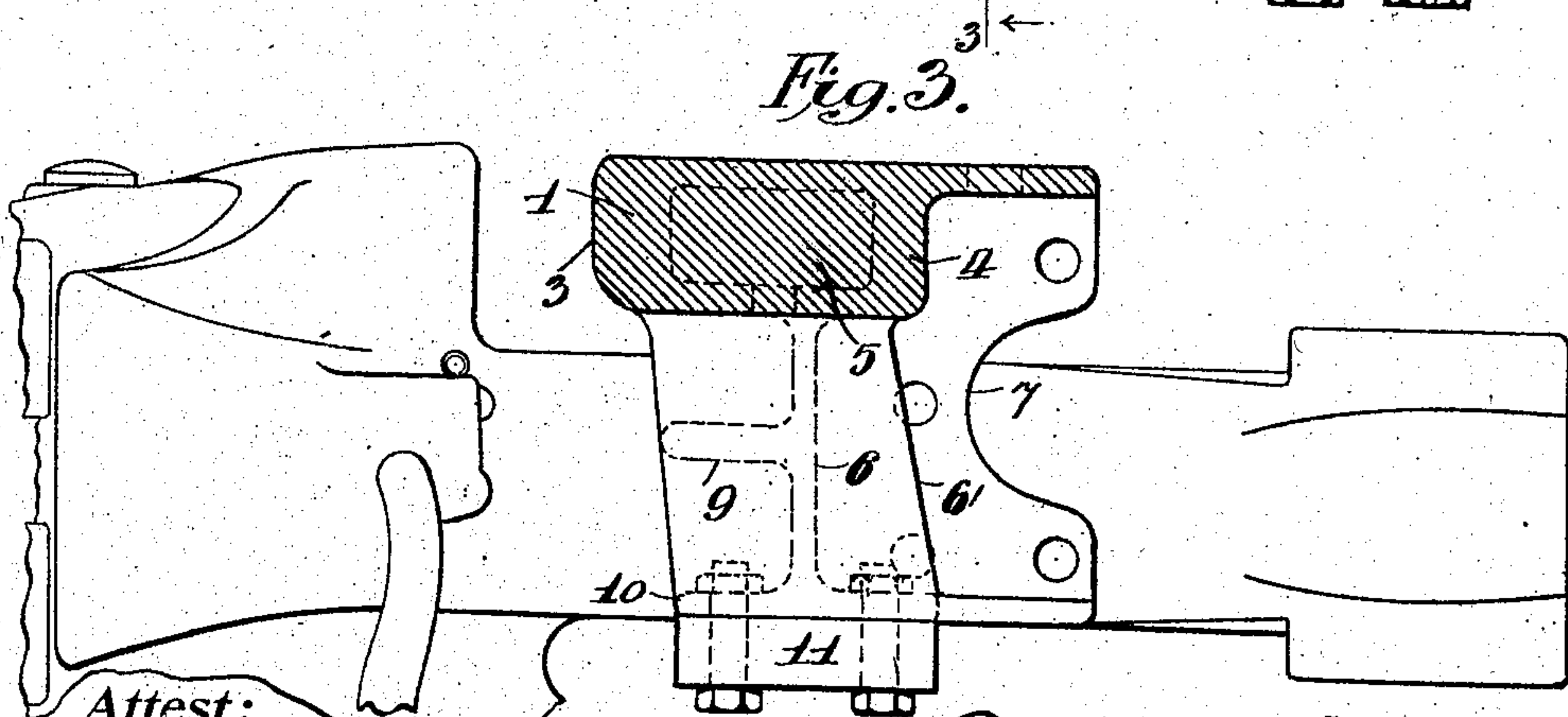
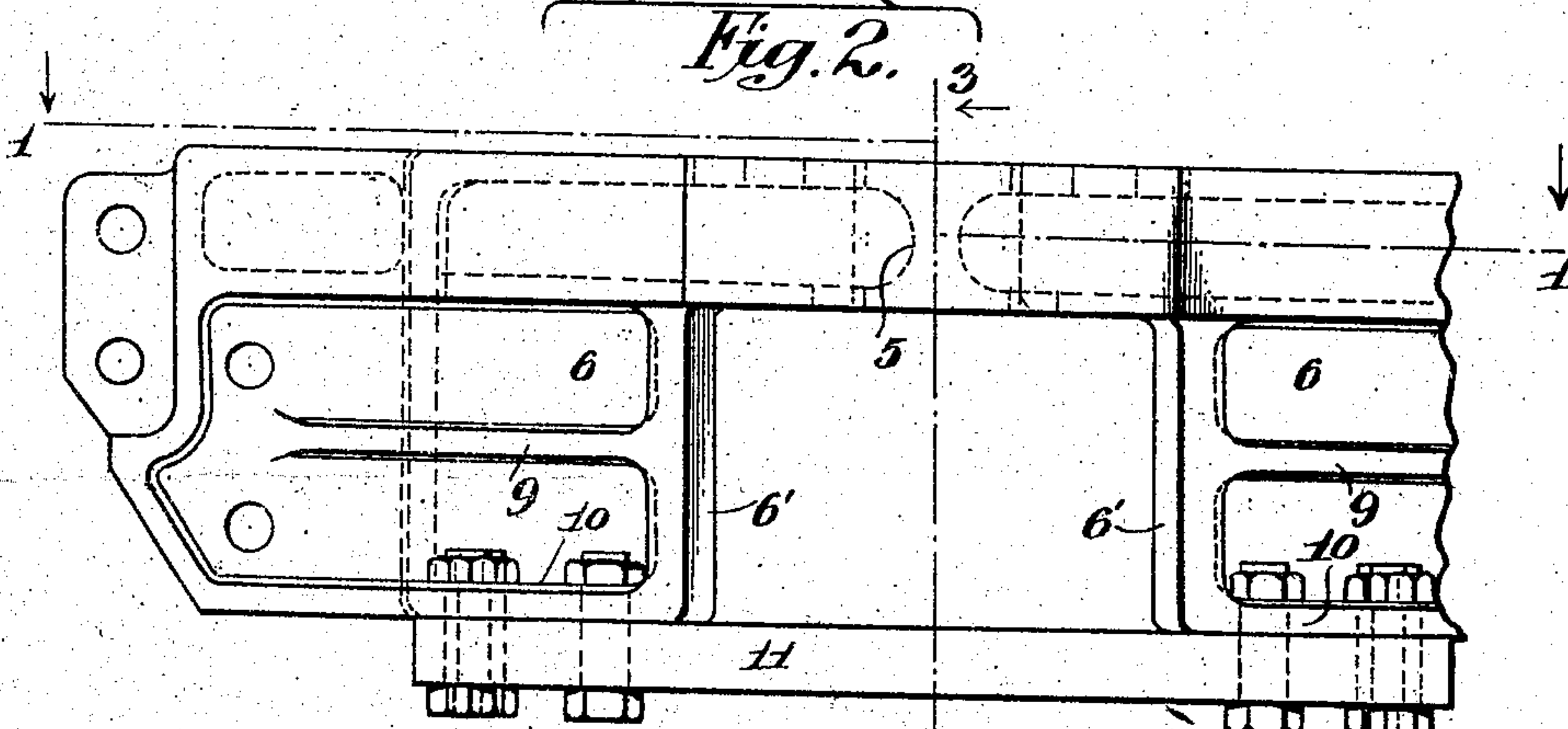
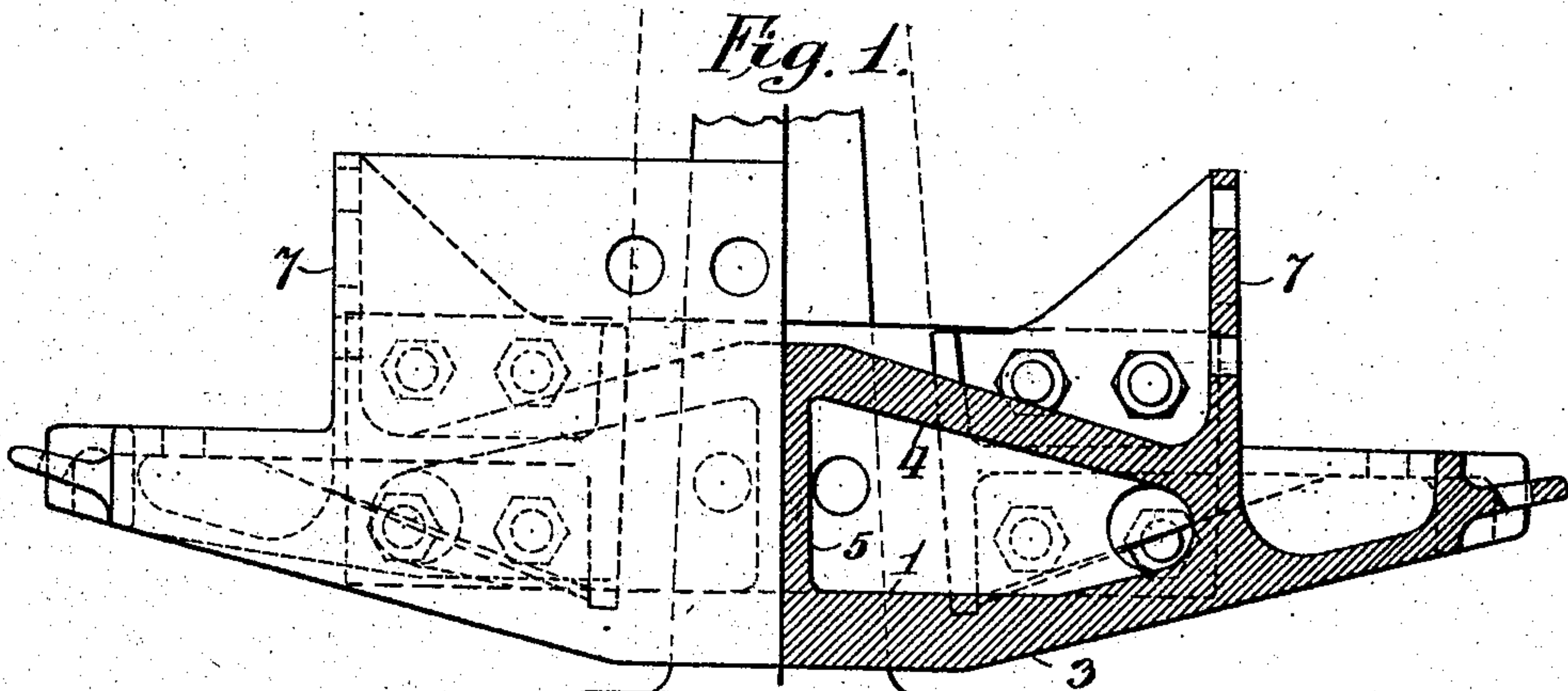


No. 815,288.

PATENTED MAR. 13, 1906.

J. M. GOODWIN.
BUFFER FOR RAILWAY VEHICLES.
APPLICATION FILED JUNE 7, 1905.



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UNITED STATES PATENT OFFICE.

JOHN MARSTON GOODWIN, OF MOUNT VERNON, NEW YORK.

BUFFER FOR RAILWAY-VEHICLES.

No. 815,288.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed June 7, 1905. Serial No. 264,093.

To all whom it may concern:

Be it known that I, JOHN MARSTON GOODWIN, a citizen of the United States, residing in the city of Mount Vernon, county of Westchester, and State of New York, have invented certain new and useful Improvements in Buffers for Railway-Vehicles, of which the following is a full, true, and concise specification.

This invention relates to buffers for railway-vehicles; and it consists in the provision of a device of economical and rigid construction for receiving the buffing shocks and supporting the vehicle-coupler; and the invention involves several features of novelty and importance, as will be hereinafter fully described, and particularly pointed out in the appended claims.

Referring to the one sheet of drawings forming part of this description, Figure 1 is a view partly in plan and partly in horizontal section on the line 1 1 of Fig. 2. Fig. 2 is a front elevation with one end broken away, and Fig. 3 is a transverse vertical section on line 3-3 of Fig. 2 with the coupler in elevation.

The buffer is designed to be and preferably is made of a single piece or casting and comprises a body member 1, which is adapted to encounter directly the impact of the coupler-head 2 and transmit the same through its rearward flanges to the frame or body of the vehicle. The body member is hollow, being formed of front and back walls, (respectively designated 3 and 4,) which are centrally supported by an interior web or post 5 and converge from the center toward each end, at which points they are provided with depending portions 6 and rearward vertical flanges 7 7, adapted to be bolted to the center sills. (Not shown.) The top wall of the hollow body extends rearwardly with the flanges, as shown in Fig. 1, so that it also may be secured to the vehicle, if desired, and the bottom wall thereof terminates at the lower edge of rear wall 4. It will be observed that the above disposition of the parts of the body is excellently adapted to transmit the shocks of colliding couplers to the flanges and from thence to the sills. The body has its vertical dimension less than either horizontal dimension, and the rearward flanges 7 depend below the body, being formed also as a part of the depending portions 6 6, above referred to. The latter are provided with

opposite interior faces 6' 6', slightly inclined, between which an intermediate central space is provided for the coupler or its draw-bar, and they extend in opposite directions beyond the convergent ends of the walls 3 and 4, as shown, where they unite with the extended ends of the front wall 3, and at this point are provided with bolt-holes, as shown in Fig. 2. The said depending portions are also provided with angle-flanges 9 and bottom flanges 10, by means of which a carrier-plate 11 may be bolted to the extremities thereof. The coupler is supported by the plate 11 in the space between the depending portions, as shown in Fig. 3, in which position it will properly transmit its shocks to the body member.

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

1. A buffer comprising a hollow body member adapted to receive the impact of colliding vehicles, and formed with its front and rear walls convergent from the center toward the ends, and means for securing same to the end of a vehicle.

2. A buffer comprising a hollow body member adapted to receive the impact of colliding vehicles, and formed with its front and rear walls convergent from the center toward the ends, and with an interior web disposed between said walls in the direction of the colliding strains, and means for securing said hollow member to the frame of a vehicle.

3. A buffer comprising a body member adapted to receive the impact of colliding vehicles and formed with its front and rear walls convergent from the center toward the ends, portions depending from said member forming an intermediate coupler-space and flanges projecting rearwardly from the ends of said member and said portions, forming a means of attachment therefor to the frame of a vehicle, in combination with a carrier-plate secured to the said depending portions and a coupler borne by said plate.

In testimony whereof I have signed my name to the specification in the presence of two subscribing witnesses.

JOHN MARSTON GOODWIN.

Witnesses:

L. W. EVANS,

E. W. GOODWIN.