

J. T. WILSON.  
Buffer-Head for Car-Couplings.

No. 219,334.

Patented Sept. 2, 1879.

Fig. 1.

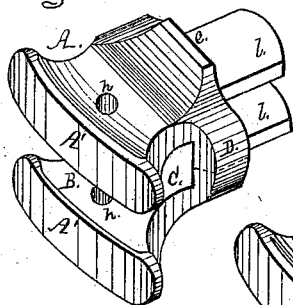


Fig. 2.

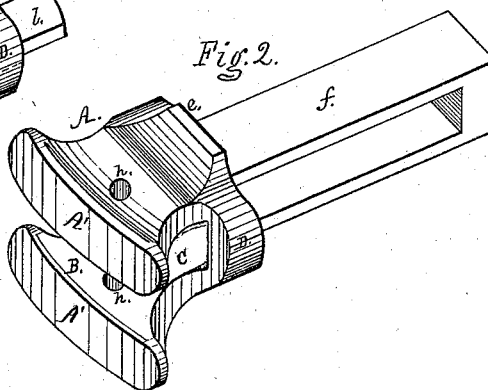


Fig. 3.

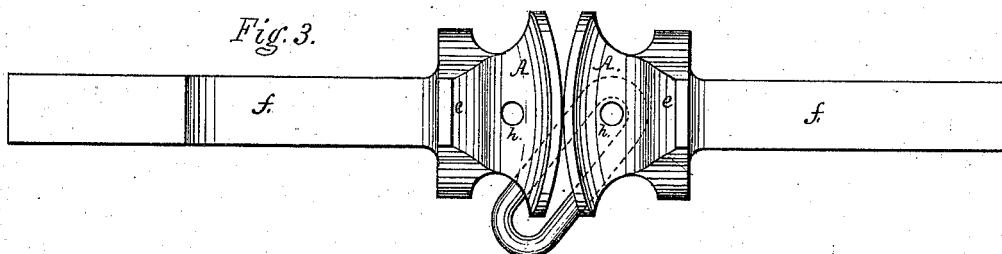
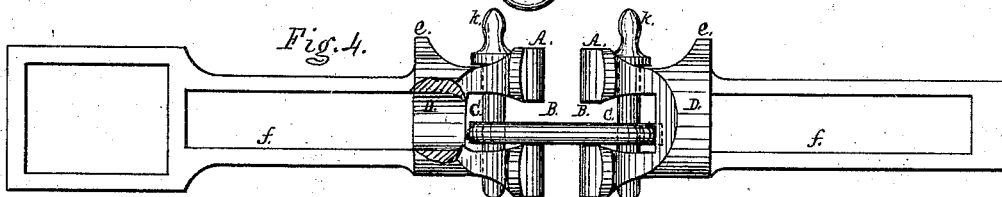


Fig. 4.



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN BUFFER-HEADS FOR CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **219,334**, dated September 2, 1879; application filed  
March 18, 1878.

*To all whom it may concern:*

Be it known that I, JOHN T. WILSON, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Buffer-Heads for Railway-Car Couplings; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being made to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a perspective view of my improvement in buffer-heads, the dotted lines showing where the parts of the head are united by the welding process. Fig. 2 is a perspective view of the same, represented welded to a draw-bar. Fig. 3 is a top view or plan representing the faces of two buffer-heads resting against each other, also representing the side insertion of the coupling-link. Fig. 4 represents two buffer-heads coupled together, a part being broken away to show the hollow brace.

This invention relates to improvements in the class of buffer-heads having a transverse opening extending entirely across the face of the heads; and the object of this invention is to obviate and remedy the defects incident to the construction of such buffer-heads.

The invention consists in a solid wrought-iron or steel buffer-head having a front opening of less depth than the buffing-faces and a tubular brace or union for uniting and holding said buffer-faces in a fixed relation to each other, all as will be hereinafter fully described.

The buffer-head A is constructed of wrought-iron or steel and formed in two parts by means of suitable dies, which two parts are subsequently united by welding them together at the point indicated by the dotted line in Fig. 1, which forms a tubular brace or union, D, which holds the buffing-faces in a fixed relation to each other, and thus prevents their spreading by the bumping of the buffer-heads together, the tubular brace or union also permitting the coupling-links to have free play in a longitudinal direction.

The buffing-faces A' of the head are of greater depth than the opening B between them, whereby the buffer-heads are prevented from locking or dovetailing into each other when the buffer-heads are on different planes, caused by the difference of the height in the running-gears of cars.

The front and side openings, B and C, of the buffer-head increase in depth from the front faces toward the rear thereof, as clearly shown in Fig. 4, so that the coupling-links may be at an acute angle with the longitudinal axis of the head when the axes of the buffer-heads are on different planes.

The buffer-head is provided with a projection, e, which serves as a stop for preventing the buffer from pressing the draw-bars f' back beyond the point desired, and is also provided with projections l for welding the head to the draw-bar, which may be of any of the known forms, preference, however, being given to the form shown in the accompanying drawings. The buffer-head is also provided with the usual opening h for the coupling-pins k.

In the construction of the hereinbefore-described buffer-head with front and side openings, the tubular part D, forming the union between the two parts of said head, constitutes an important element; therefore care must be taken to form a perfect union by the welding process, and to make the said part of sufficient strength to hold the upper and lower portions of the head in a fixed relation to each other.

Having thus described the nature and construction of my improvement, what I claim as of my invention is—

A solid wrought-iron or steel buffer-head having a front opening of less depth than the buffing-faces, stop e, and a tubular brace or union, D, for uniting and holding said buffing-faces in a fixed relation to each other, substantially as herein shown and described.

JOHN T. WILSON.

Witnesses:

A. C. JOHNSTON,  
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