

(No Model.)

J. A. WEBER.
RAILWAY BUFFER ARRESTER.

No. 555,273.

Patented Feb. 25, 1896.

FIG 1

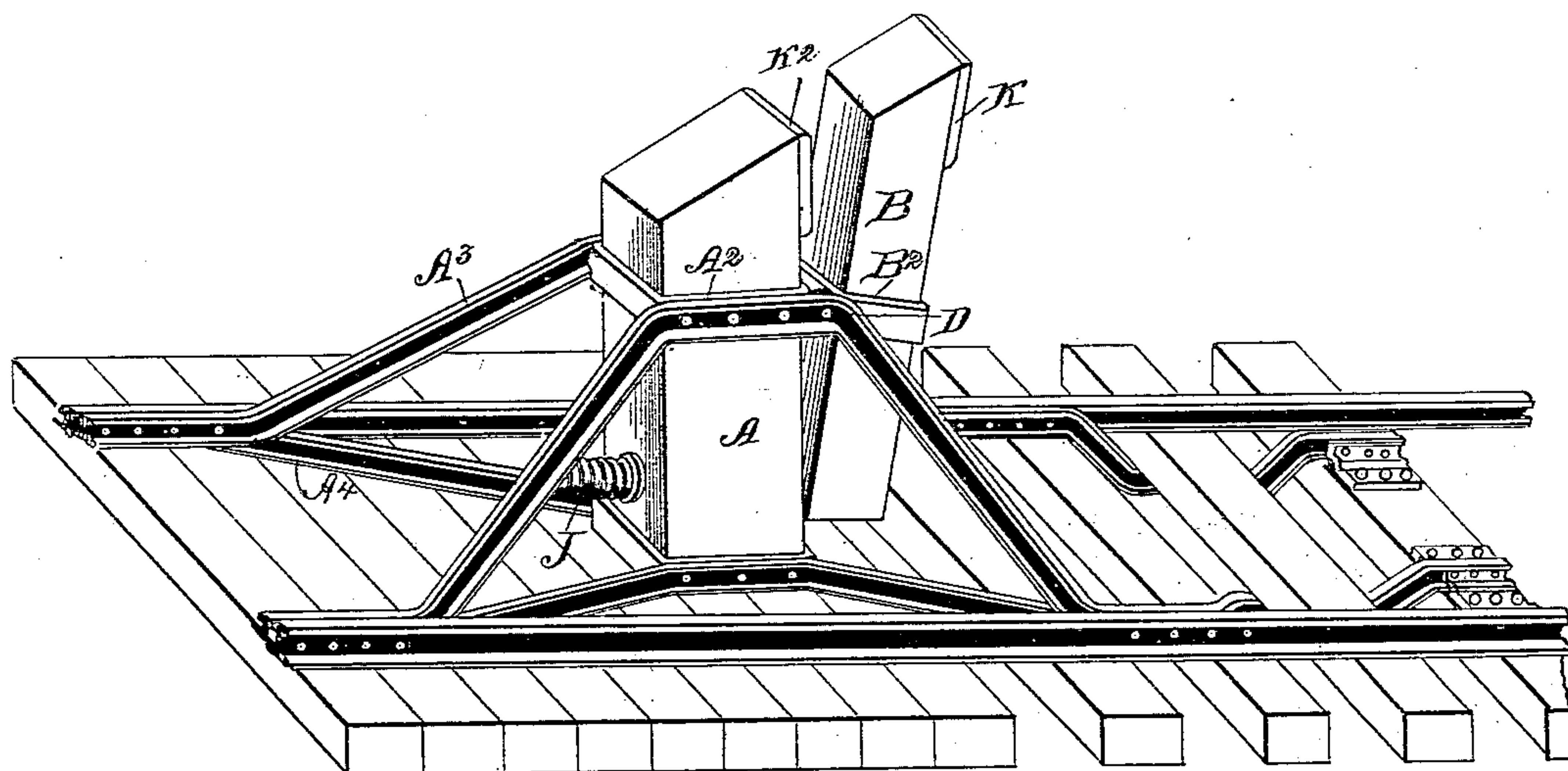
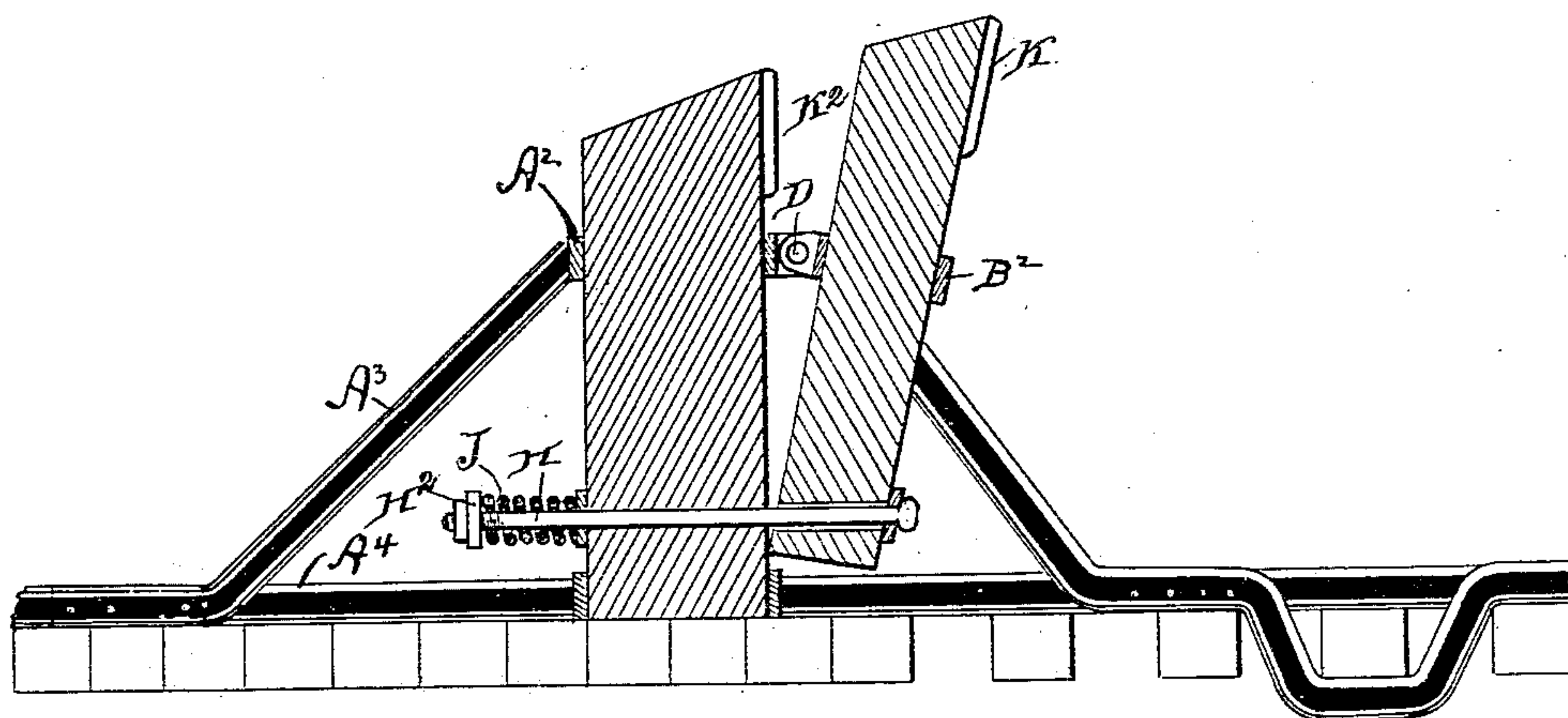


FIG 2



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN A. WEBER, OF CHICAGO, ILLINOIS.

RAILWAY-BUFFER ARRESTER.

SPECIFICATION forming part of Letters Patent No. 555,273, dated February 25, 1896.

Application filed December 2, 1895. Serial No. 570,738. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. WEBER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Buffer Arresters, of which the following is a specification.

My invention relates to that class of apparatus which is located usually at the end or termination of a railway-track and employed for the purpose of arresting the progress of a train or car upon the track, which is moving toward the end thereof.

The object of my invention is to provide an apparatus for this purpose, which shall be capable of resisting the strain imposed thereon by the forcible impact of the moving car and to accomplish this result by an apparatus which shall be simple in construction and of minimum cheapness.

To this end my invention consists in a stationary buffer-post, which is held in a vertical position intermediate between the rails of the track by means of any suitable stay-rods or the like, and a movable or swinging buffer-post which is pivoted or hinged to the stationary post, the latter receiving the initial impact of the moving car or other object and distributing the strain along its length, the stationary post also co-operating conjunctively with the hinged post in order to resist the strain of the shock, means being employed for causing the hinged post to normally assume a receptive position after receiving the impact of the moving object.

My invention consists in certain other features hereinafter to be particularly described, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a section of railway-track, showing my device for arresting the movement of a train arranged in position. Fig. 2 is a vertical section through the buffer-posts, showing the device for normally causing the movable buffer-post to resume a receptive position.

In carrying out my invention I provide the stationary buffer-post A, which is held firmly in its stationary position by means of the encircling band A², and stays or stay-rods A³, extended and fastened to the longitudinal rods A⁴, which are secured to the track. This

stationary buffer-post A may be designated as the "auxiliary" buffer-post, as the same reinforces or supplements a primary buffer-post, about to be described, which receives the initial or first shock of the moving car upon the track.

The primary buffer-post is designated at B and also has an encircling band B², this buffer-post B being hinged to swing upon the buffer-post A by means of the hinged connection D between the two encircling bands A² and B².

Extended loosely through the buffer-post A is a pull-rod H, which is secured at one end to the lower portion of the buffer-post B and has a head H² at its other end, a spring J being disposed about said pull-rod H and located between the head H² and the rear side of the buffer-post A.

At the points of impact on the upper faces of the buffer-posts A and B, I secure suitable rubber blocks K and K², which serve as cushions.

It is now apparent from the foregoing description that the spring J operating upon the pull-rod H normally holds the lower end of the buffer-post B in such a position as that the upper end thereof is advanced into a position to receive the forcible impact of the car or other movable objects advancing toward the end of the track. When the movable object forcibly impacts against the upper end of the buffer-post B said upper end receives the initial strain of the forcible impact and in traveling rearward under such influence causes its lower end to move forwardly in an opposite direction by reason of the hinged connection at B². Owing to this forward movement of the lower end of the buffer-post B the pull-rod H and its head H² are also drawn forwardly, thus compressing the spring J disposed between said head H² and the buffer-post B. It is thus evident that this spring J, in offering a resistance to the rearward movement of the upper end of the buffer-post B, serves in conjunction with said rearward movement to relieve the shock of the forcible impact which the device as a whole must receive and relieves the strain of the shock to a considerable extent before the upper end of the buffer-post B strikes against the stationary buffer-post A. Therefore, by means of

the movable buffer-post the strain of the shock which ordinarily is imposed immediately upon the stationary buffer-post is relieved by the preliminary traverse of said movable
5 buffer-post and the resistance of the spring, which latter also causes the movable buffer-post to resume a position in which again to receive the forcible impact of an object such as a car moving along the track.

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

1. In an arresting device for railway-tracks the combination with a stationary buffer-post
15 held between the rails of a movable buffer-post hinged to the stationary buffer-post and adapted to receive the preliminary strain of the shock from forcible impact and relieve said shock by a traverse of the movable buffer-post thereunder.
20

2. In an arresting device for railway-tracks the combination with a stationary buffer-post held between the rails of a movable buffer-post hinged to the stationary buffer-post and

adapted to receive the preliminary strain of
25 the shock from forcible impact and relieve said shock by a traverse of the movable buffer-post thereunder together with a resisting device acting in opposition to the movement
30 of said movable buffer-post.

3. In an arresting device for railway-tracks the combination with a stationary buffer-post held between the rails of a movable buffer-post hinged to the stationary buffer-post and adapted to receive the preliminary strain of
35 the shock from forcible impact and relieve said shock by a traverse of the movable buffer-post thereunder together with a pull-rod and spring acting in opposition to the movement of the movable buffer-post and adapted
40 to return the same into a position to receive another impact.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN A. WEBER.

Witnesses:

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