

No. 618,460.

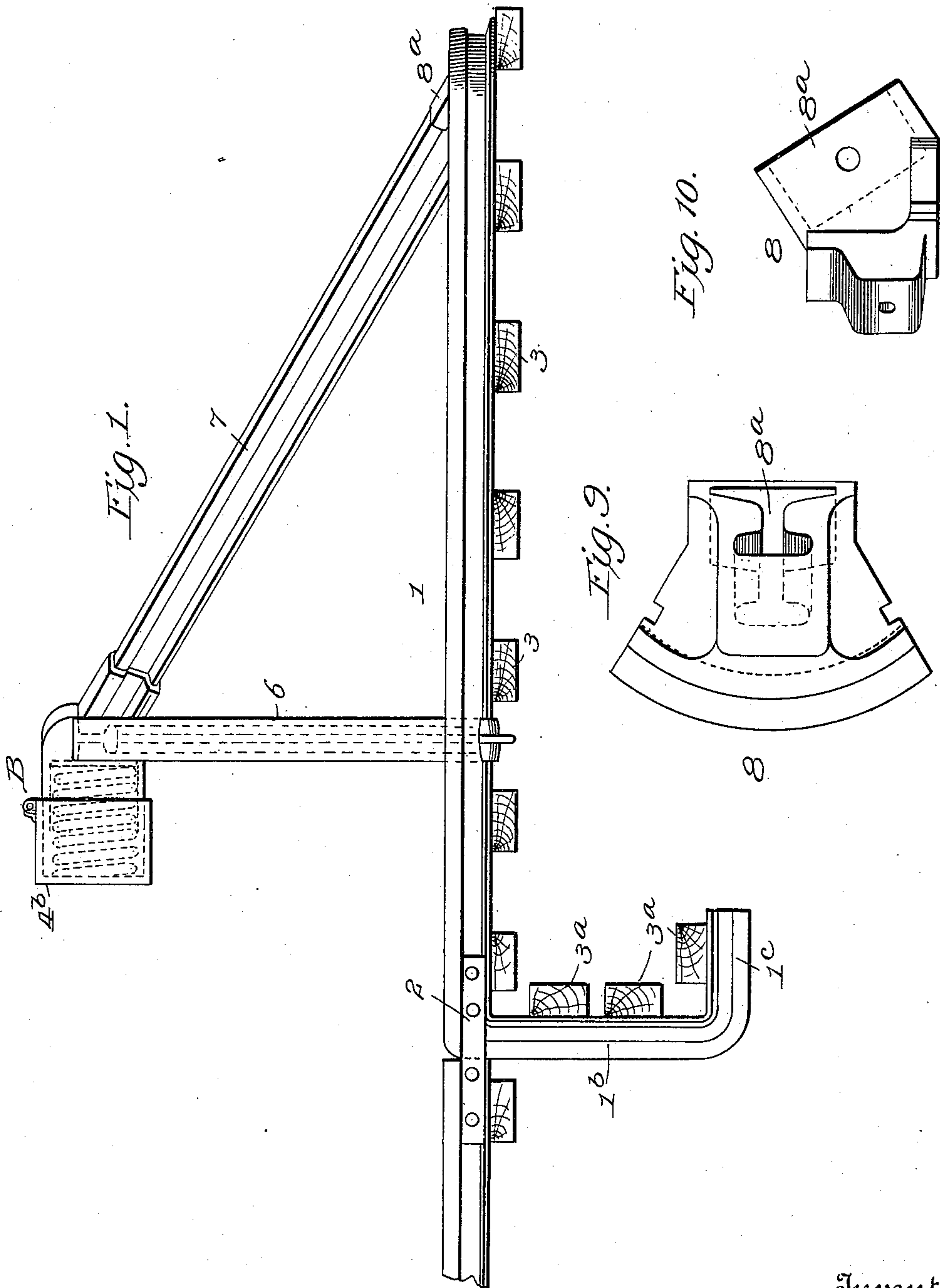
Patented Jan. 31, 1899.

B. HASKELL.
RAILWAY BUMPING POST.

(Application filed June 13, 1898.)

(No Model.)

3 Sheets—Sheet 1.



Witnesses
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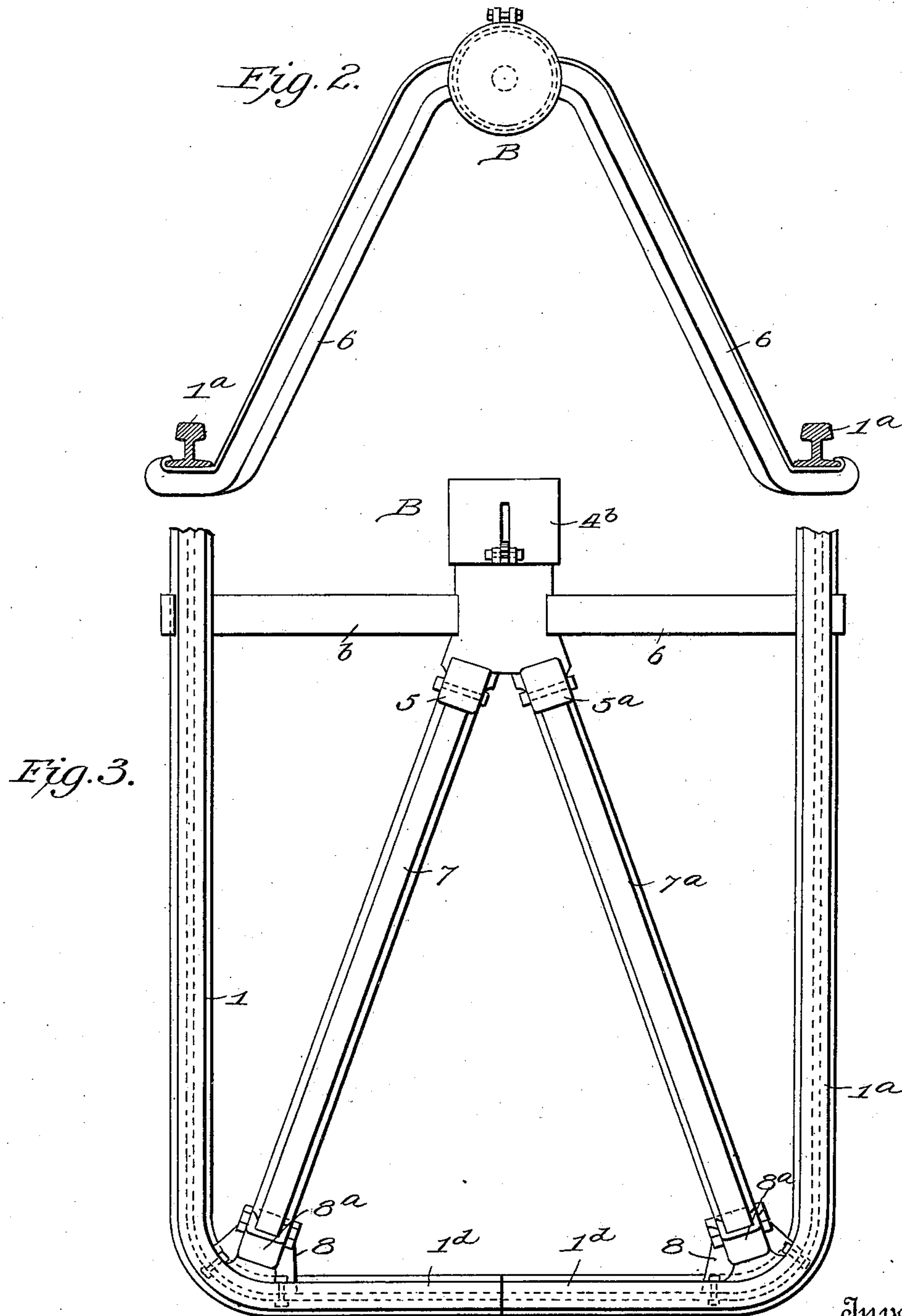
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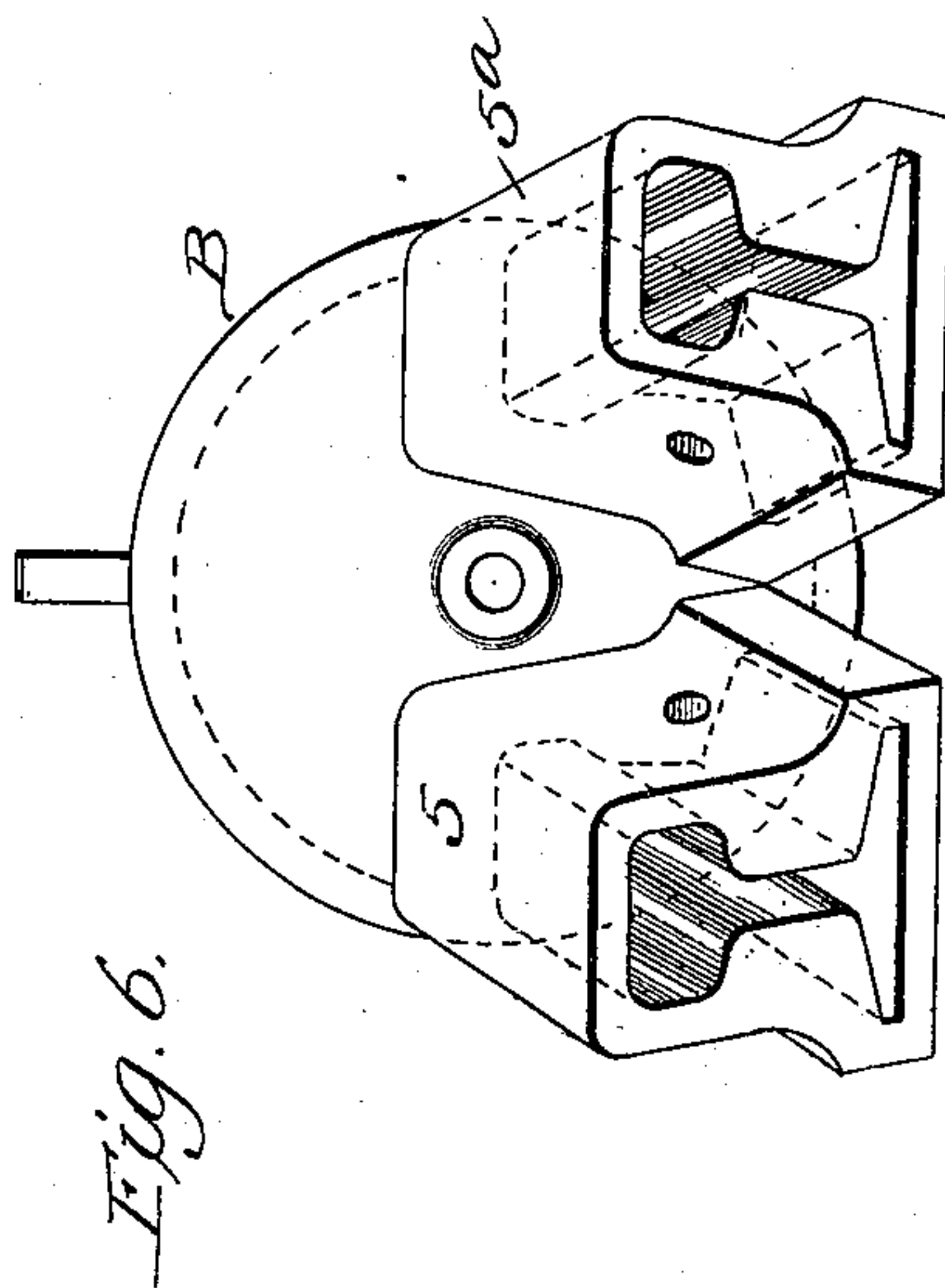
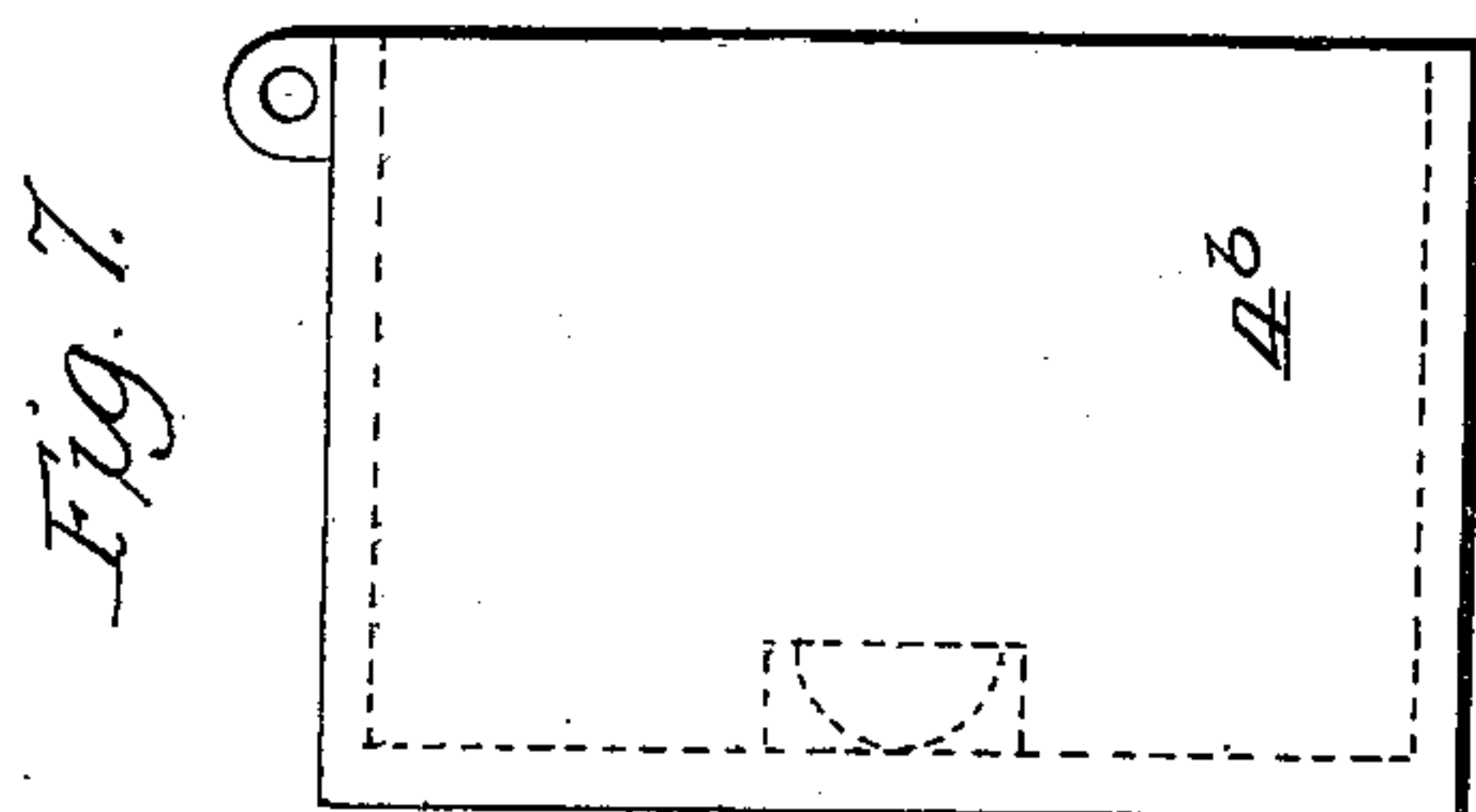
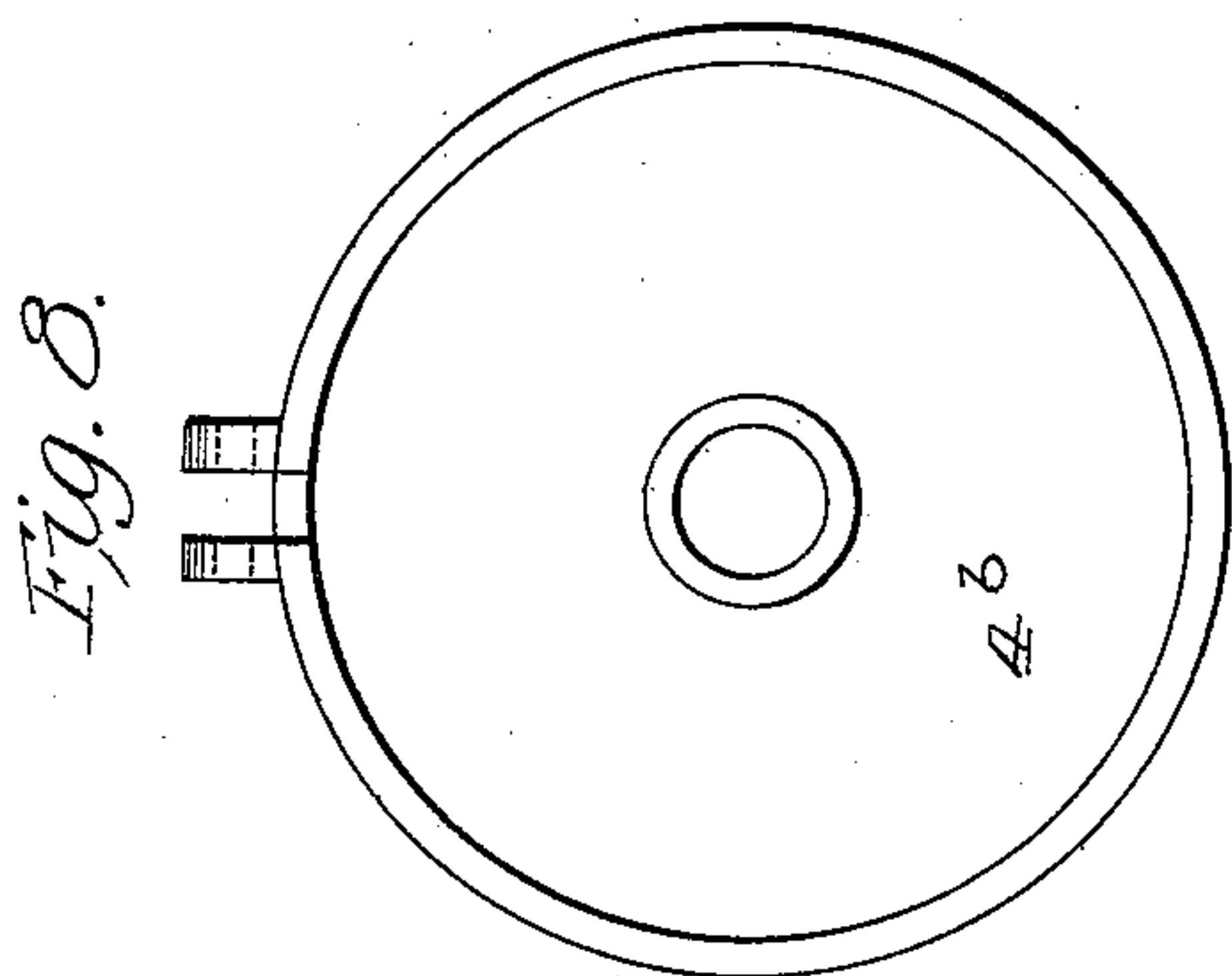
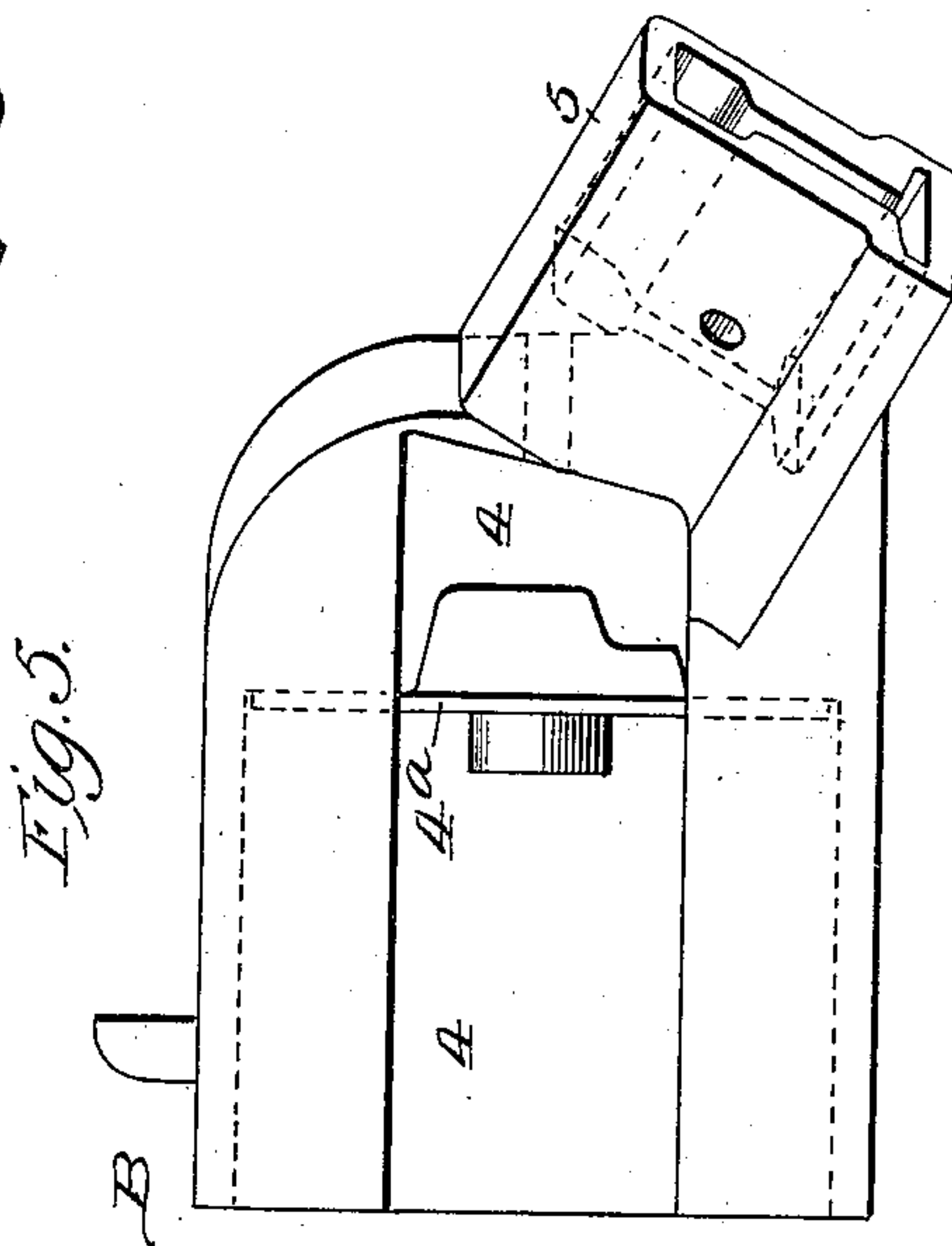
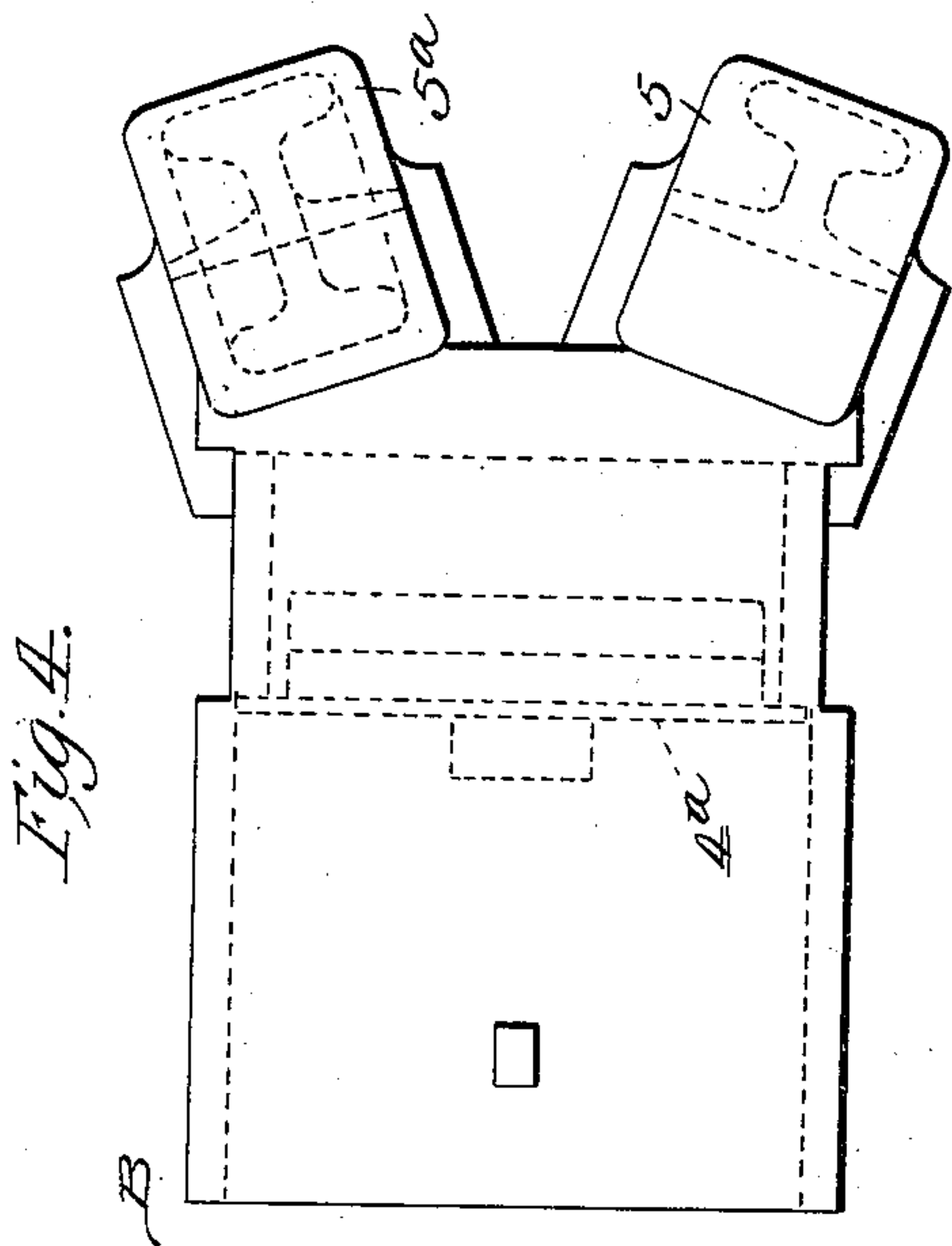
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(No Model.)

3 Sheets—Sheet 3.



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UNITED STATES PATENT OFFICE.

BRODERICK HASKELL, OF GRAND RAPIDS, MICHIGAN.

RAILWAY BUMPING-POST.

SPECIFICATION forming part of Letters Patent No. 618,460, dated January 31, 1899.

Application filed June 13, 1898. Serial No. 683,289. (No model.)

To all whom it may concern:

Be it known that I, BRODERICK HASKELL, a citizen of the United States, residing at Grand Rapids, in the county of Kent, State of Michigan, have invented certain new and useful Improvements in Railway Bumping-Posts; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a bumping-post embodying my invention. Fig. 2 is a front view of the same. Fig. 3 is a plan view. Fig. 4 is a plan view of the buffer-casting. Fig. 5 is a side view of the buffer-casting. Fig. 6 is a rear view of the buffer-casting. Fig. 7 is a side view of the cap of the buffer-casting. Fig. 8 is a face view of the cap of the buffer-casting. Fig. 9 is a plan view of the corner-casting, and Fig. 10 is a side view of the corner-casting shown in plan in Fig. 9.

Like symbols refer to like parts wherever they occur.

My invention relates to the construction of that class of devices termed "bumping-posts," employed in conjunction with the end or side tracks of railways to limit or arrest the travel of railway-cars, and has for its object the production of a simple, sightly, and effective support for the buffer or bumper.

To this end the main feature of my invention, generally stated, embraces the combination, with a buffer, of a base therefor composed of the track or equivalent rails bent at right angles to and across the bed, in conjunction with a support and tie-rail which engages the base or track rails and diverging brace-rails which also engage the base-rails, whereby the force of the blow or impact is uniformly distributed from the buffer over the base or track rails.

A second feature of the invention embraces the combination, with a buffer, of a base composed of rails whose front ends are curved downward and backward, constituting anchors, and whose rear ends are bent at right angles to and across the road-bed, in conjunction with a support and tie-rail and diverging brace-rails which engage the base-rails, whereby great stability of the post is obtained independent of the load on the rails.

There are other minor features of invention, all as will hereinafter more fully appear.

I will now proceed to describe my invention more fully, so that others skilled in the art to which it appertains may apply the same.

In the drawings, 1 1^a indicate the base-rails of the structure, which may be of any suitable character. If desired, they may be continuous with the track or the terminal rails therefor, but preferably are connected therewith by fish-plates 2 or in other suitable manner, the forward ends of the base-rails 1 1^a being bent downward and backward, as at 1^b 1^c, and spiked or otherwise connected to cross-ties 3^a 3^a to form anchors, which brace the base against endwise movement. The rear or free ends of the base-rails 1 1^a are bent inward across the road-bed, as at 1^d 1^d, and the said ends, as well as the parallel portions of the base-rails 1 1^a, are spiked to suitable cross-ties 3 3, &c.

B indicates the bumper or buffer proper, which may be of any desired construction, but is preferably of the form shown in Figs. 4 to 8, inclusive—that is to say, a casting longitudinally slotted at its front, as at 4, to form a pocket or seat for a transverse support and tie-rail 6, as well as a pocket for a buffer-spring when the same is employed, and provided on its rear with diverging sockets 5 5^a for the reception of the ends of diverging brace-rails or braces 7 7^a.

Fitted within the casting is a suitable plate or washer 4^a, by means of which and a bolt or equivalent means the bumper-casting is held to the support and transverse tie-rail 6. The plate or washer 4^a has its rear face fitted to the support and tie-rail 6, and its front face forms the seat of the buffer-spring, (shown in dotted lines, Fig. 1,) while the buffer-casting is closed in front and the buffer-spring confined by a telescoping cap or cover 4^b.

6 indicates the transverse tie-rail and bumper-support, said rail being at its middle passed through the slot 4 of the bumper-casting and bent to a general V form, or with pendent and diverging ends, which extend from the bumper-casting to the opposite and lateral base-rails 1 1^a, under and around which they are secured in any suitable manner.

7 7^a indicate rearwardly extending and divergent brace-rails, the upper and forward ends of which are secured in the divergent rear sockets 5 5^a of the bumper-casting by means of bolts or in other suitable manner, while their rear and lower ends are in a similar manner secured in the sockets of corner-castings 8 8, which are fitted and secured in the angles formed by bending the base-rails 1 1^a at right angles to and across the road-bed. The corner-castings 8, besides being provided with sockets 8^a for the reception of the ends of brace-rails 7 7^a, which sockets 8^a extend upward and inward toward the center of the track, are also shaped so as to fit the contour of the main rail or rails and provided with a broad base to rest upon and be spiked to a suitable cross-tie 3, or the cross-tie which supports the intumed ends 1^d 1^d of the base-rails 1 1^a.

In the description I have spoken generally of the use of rails, terming the same "base-rails," "brace-rails," "bumper-support," and "tie-rails," according to their position in the structure, meaning thereby metal bars of any suitable cross-section and area for the purpose intended, while in the drawings I have illustrated the structure as constructed of the usual railway or T rail, as I prefer the same, both as a matter of appearance and economy, though I have no intention of limiting the claims hereinafter made to rails of that particular cross-section.

A bumping-post constructed in accordance with my invention will be found to possess great stability, with sufficient resiliency to subserve its purpose, and therefore, if desired, may be used without a spring-buffer, and to be one which can be readily and economically constructed.

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

1. The combination in a railway bumper-post, of base-rails bent inward at right angles across the road-bed, a transverse bumper-support which engages the parallel base-rails, and diverging brace-rails which engage the

bumper and also the base-rails at the angles formed by the bends thereof, substantially as and for the purposes specified.

2. The combination in a railway bumper-post, of base-rails bent downward and backward at their front ends and transverse of the bed at their rear ends, a transverse bumper-support which engages the parallel base-rails, and divergent brace-rails which engage the bumper and the base-rails, substantially as and for the purposes specified.

3. The combination in a bumper-post, of base-rails bent inward at right angles across the road-bed and provided with corner-irons, a transverse bumper-support which engages the parallel base-rails, divergent brace-rails which engage the bumper and the corner-irons of the base-rails, substantially as and for the purposes specified.

4. The combination in a railway bumping-post, of a bumper slotted for the reception of a transverse support-rail and provided on its rear with divergent brace-sockets, of a transverse support-rail of V form, and divergent brace-rails, substantially as and for the purposes specified.

5. The combination with a bumper having a slot for the reception of a support-rail, of a washer or plate for confining the support-rail, said plate constituting the buffer-spring seat, substantially as and for the purposes specified.

6. The combination with a bumper having a slot for the reception of a support-rail and a buffer-spring, of a washer or plate which confines the support-rail and forms the seat of the buffer-spring, a buffer-spring, and a telescoping cap which confines the buffer-spring, substantially as and for the purposes specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 10th day of June, 1898.

BRODERICK HASKELL.

Witnesses:

ERNEST N. WELLER,
WILLIAM SMITTOR.