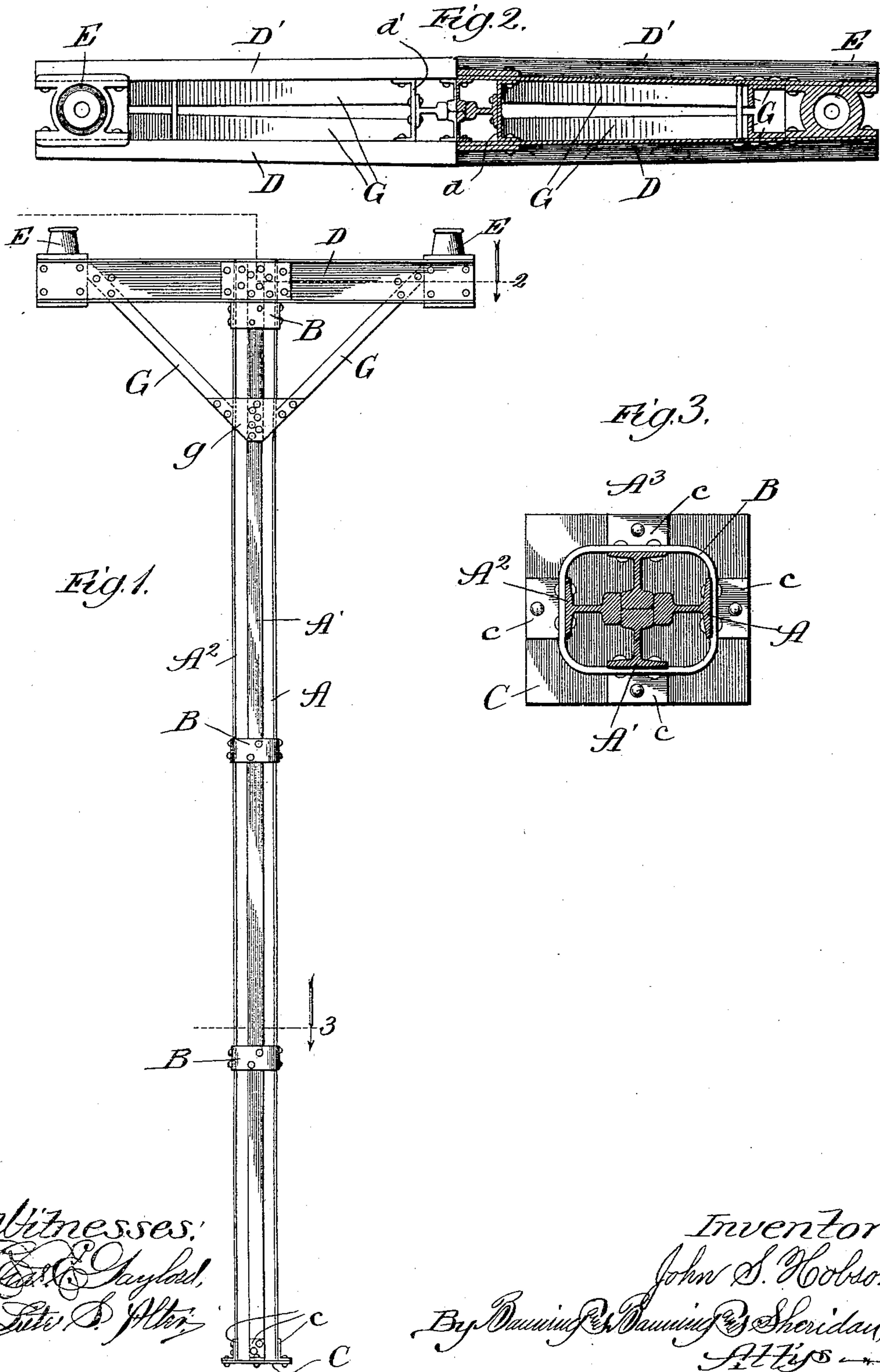


No. 632,413.

Patented Sept. 5, 1899.

J. S. HOBSON.
BRACKET SIGNAL POST.
(Application filed Apr. 21, 1899.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN SURTEES HOBSON, OF TOPEKA, KANSAS.

BRACKET SIGNAL-POST.

SPECIFICATION forming part of Letters Patent No. 632,413, dated September 5, 1899.

Application filed April 21, 1899. Serial No. 713,856. (No model.)

To all whom it may concern.

Be it known that I, JOHN SURTEES HOBSON, a citizen of the United States, residing at Topeka, in the county of Shawnee and State of Kansas, have invented certain new and useful Improvements in Bracket Signal-Posts, of which the following is a specification.

The invention relates to that class of mechanisms which are used for supporting or sustaining railway-signals in position, and particularly to the details of construction and arrangement of the post and bracket, all of which will more fully hereinafter appear.

The object of the invention is to provide a simple, economical, and efficient bracket signal-post; and the invention consists in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a vertical elevation of a signal-post constructed in accordance with my improvements; Fig. 2, an enlarged plan view, partly in section, taken on line 2 of Fig. 1, looking in the direction of the arrow; and Fig. 3, an enlarged cross-sectional view taken on line 3 of Fig. 1.

In the art to which this invention relates it is well known that bracket signal-posts as at present constructed are made of wood or metal parts arranged in the form of lattice-work and that such posts are expensive to make in that it takes considerable labor to construct the same, and for the further reason that the material used is all new commercial iron. The principal object of my invention, therefore, is to provide a simple, economical, and efficient post, which may be made of discarded material—such as old rails, channel-beams, and angle-irons which have been used at least once in some form of construction, such as a car-truck or other portions of a car, or which has been practically worn out in service as a part of the railroad-bed.

In constructing a signal-post in accordance with my improvements I make the post proper of four railway-rails A, A', A², and A³, arranged with their head portions abutting against each other and which are secured to-

gether by means of encircling bands B, to which the base portions of the rails are preferably riveted, as shown particularly in Fig. 3. The lower portion of the post is secured to a base-plate C by means of the angles c, which are riveted to the base-plate and to the base portions of the rails.

To form the upper portion of the bracket signal-post, two channel-beams D and D' are provided, which have their webs arranged in vertical planes adjacent to each other and their flanges extending outwardly in a horizontal plane and which are secured to the castings E E at each end thereof upon which the signal may be sustained. The central portions of the channel-beams are separated so that they may be secured to the railway-rails by means of the short sections d and d' of channel-iron. Stay-rods G G are provided and secured to plates g on the post, from which they extend upwardly at about an angle of forty-five degrees to the channel-beams, to which they are secured at or near their end portions.

From the foregoing description of construction and arrangement it will be seen that I have provided a bracket signal-post which may be made of discarded railway-rails, channel-irons, angle-irons, &c., and secured together in such a manner as to be very simple of construction and efficient in operation.

I claim—

A bracket signal-post comprising four railway-rails having their head portions extending inwardly and secured together by encircling bands which are riveted to the base portions of the rails, and a bracket proper formed of two channel-beams having their flanges extending outwardly and in horizontal planes, and the web portions on the inside toward each other arranged in vertical planes and secured to the upper portions of the railway-rails, substantially as described.

JOHN SURTEES HOBSON.

Witnesses:

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