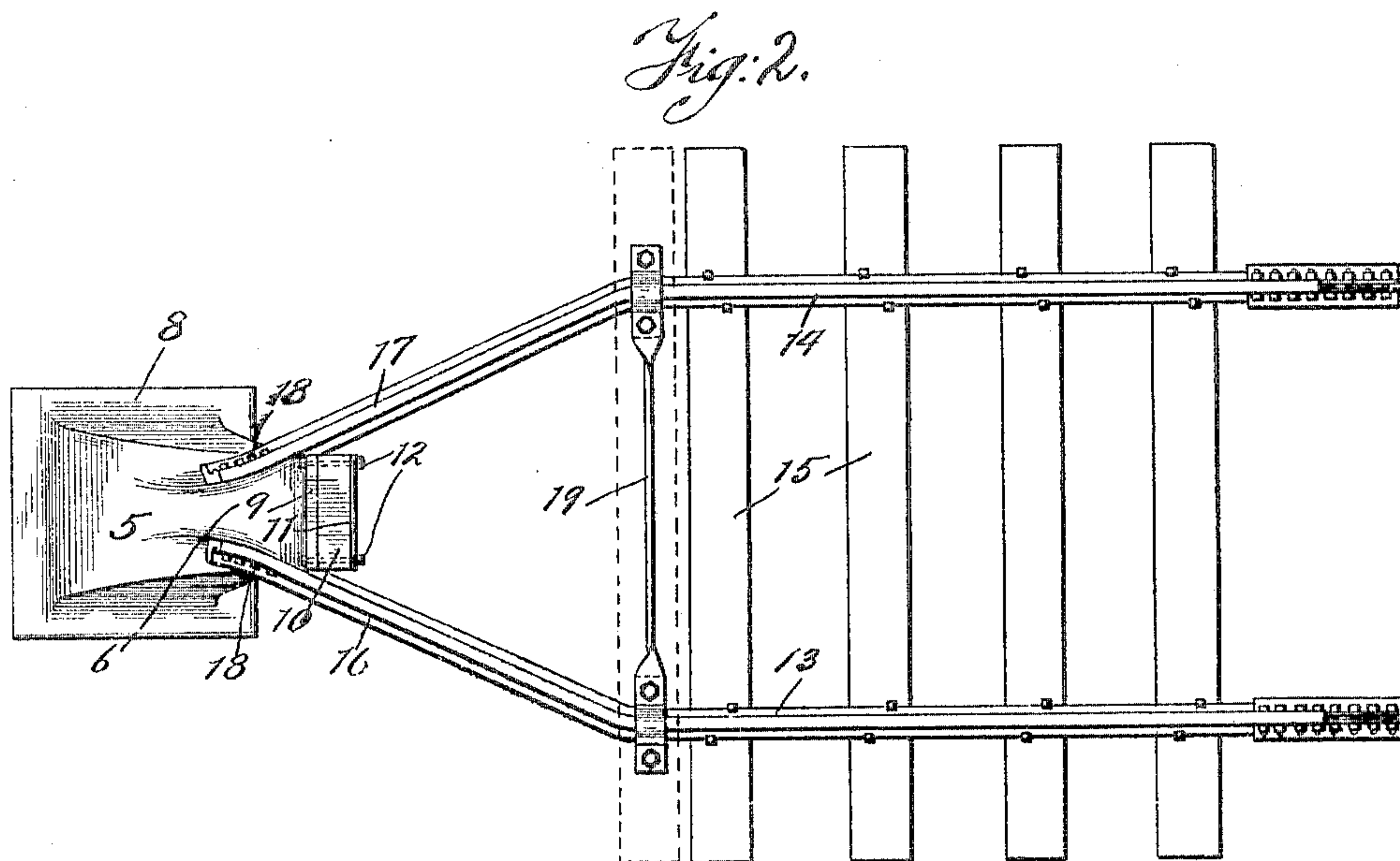
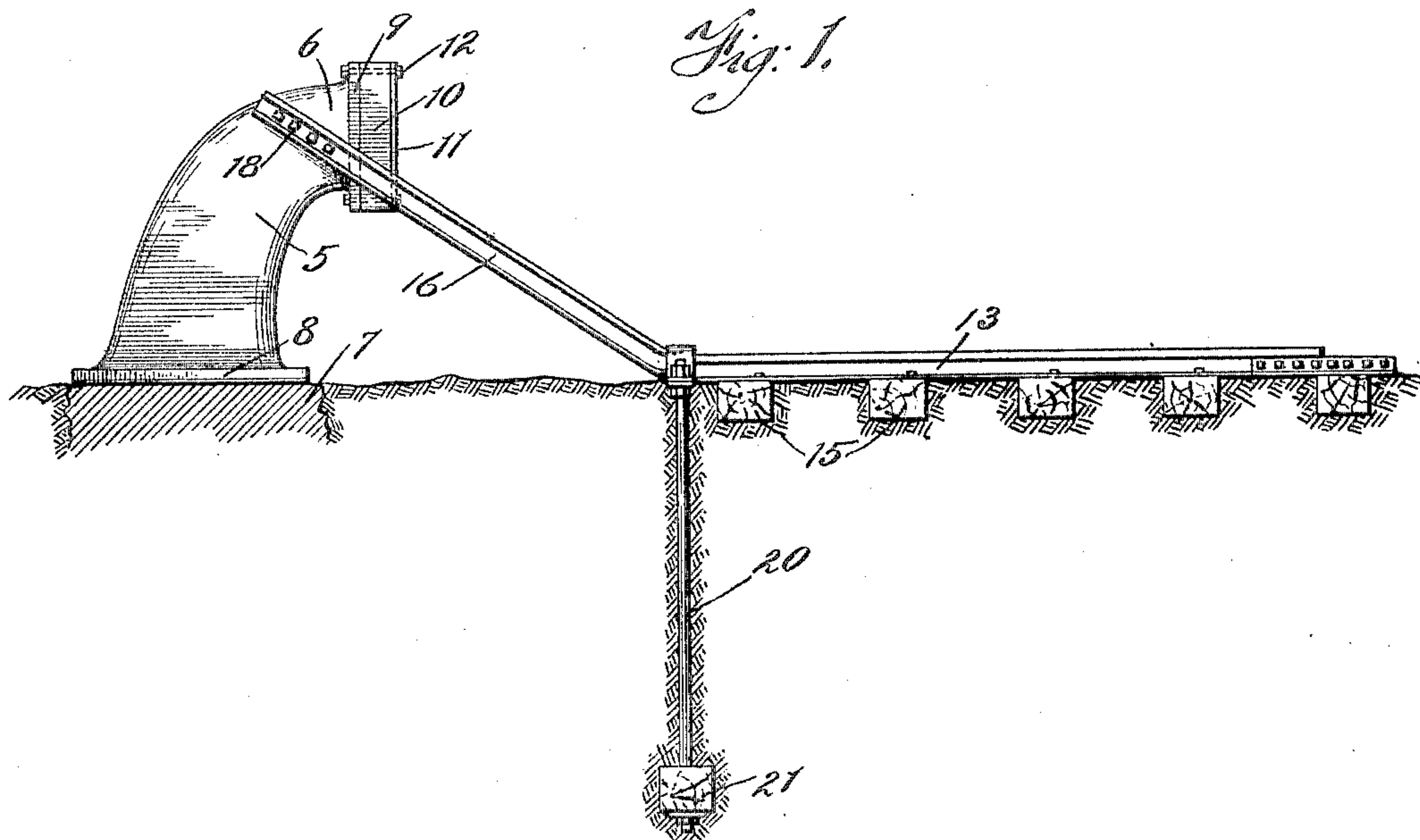


No. 804,452.

PATENTED NOV. 14, 1905.

G. L. CHATFIELD.
RAILWAY BUMPING POST.
APPLICATION FILED MAR. 1, 1905.

2 SHEETS—SHEET 1.

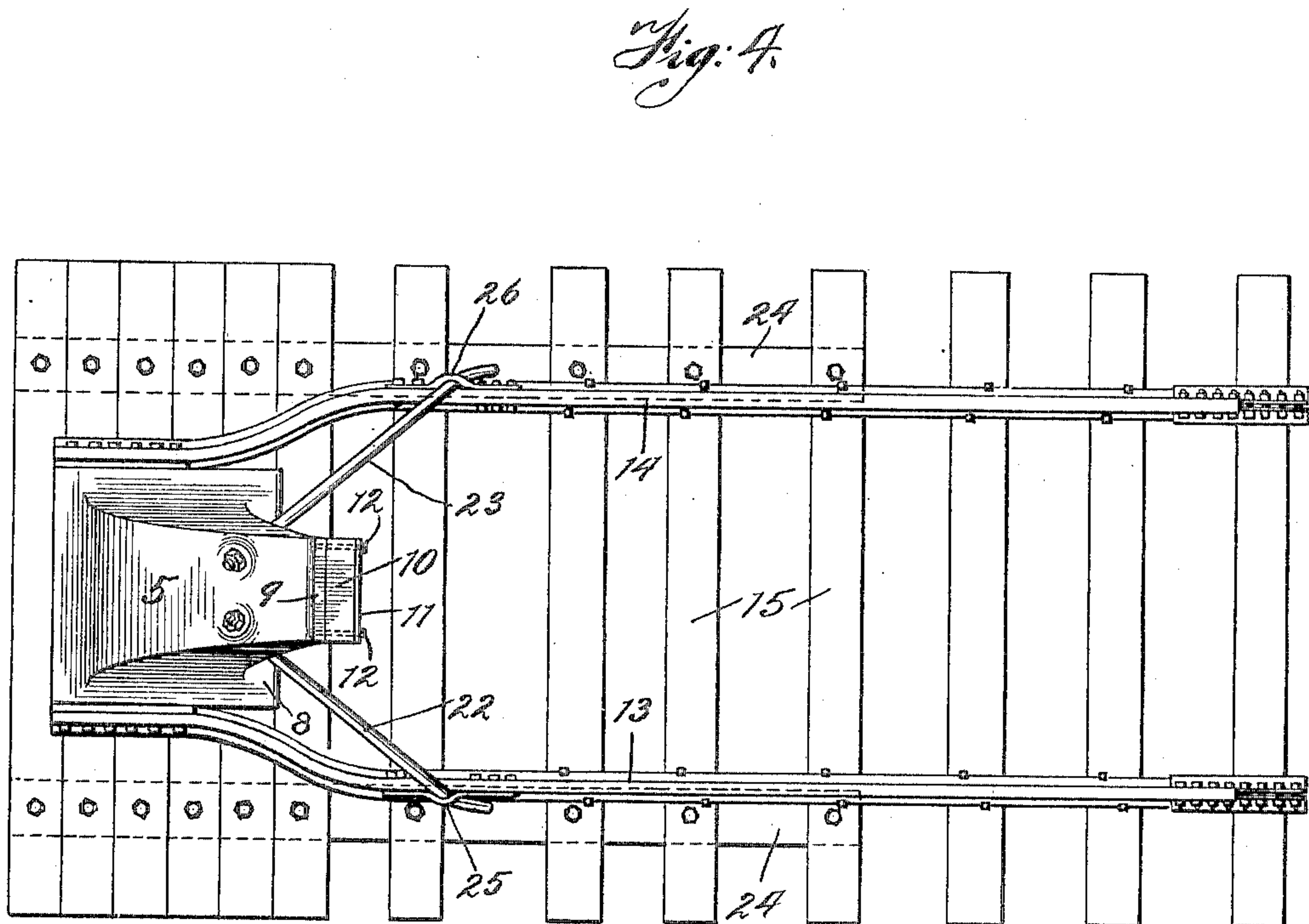
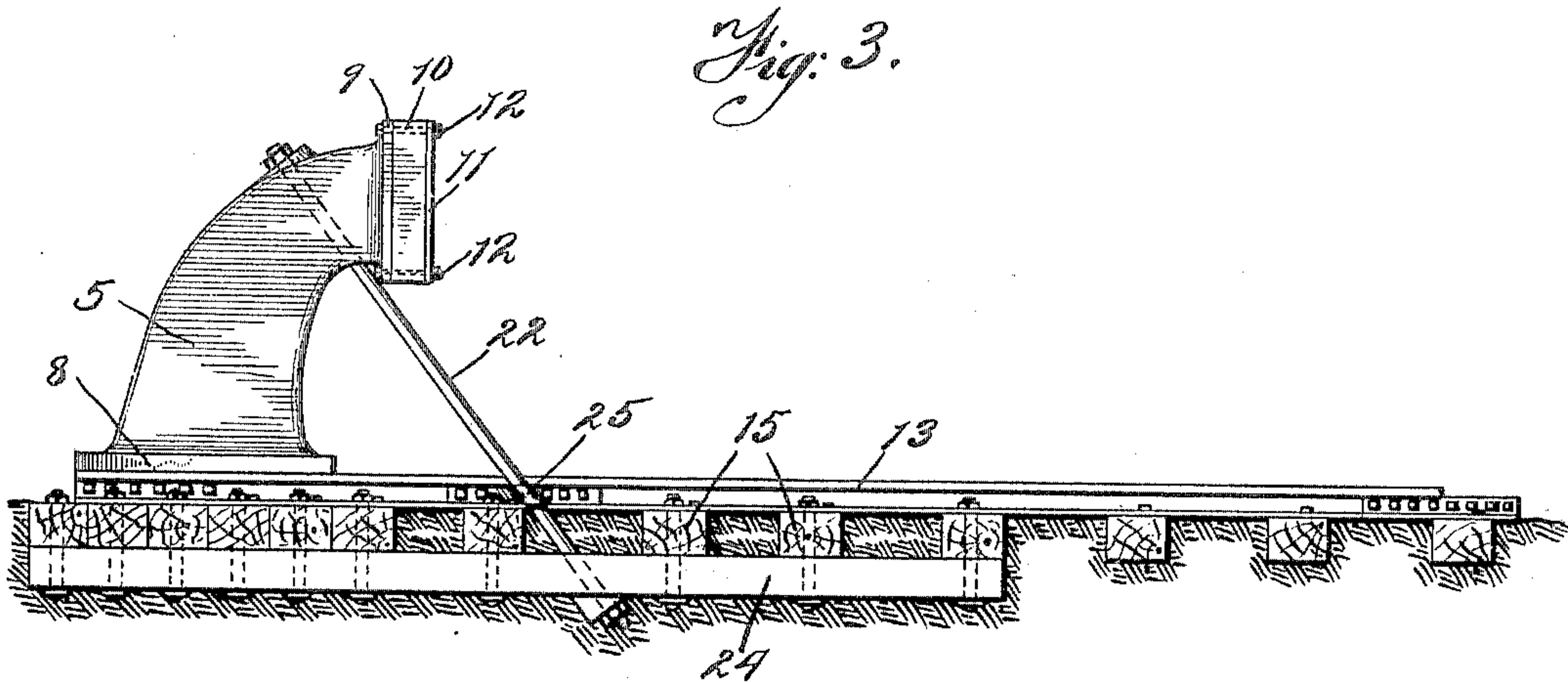


Witnesses:
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Minnie A. Hunter

Inventor:
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his Attys.

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UNITED STATES PATENT OFFICE.

GEORGE L. CHATFIELD, OF CHICAGO, ILLINOIS.

RAILWAY BUMPING-POST.

No. 804,452.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed March 1, 1905. Serial No. 247,923.

To all whom it may concern:

Be it known that I, GEORGE L. CHATFIELD, 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 Bumping-Posts, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to bumping-posts for railway-tracks, and has for its object to provide a new and improved bumping-post by which various advantages may be secured over the bumping-posts at present in use. I accomplish this object as hereinafter described and as illustrated in the accompanying drawings.

What I regard as new is set forth in the claims.

In the accompanying drawings, Figure 1 is a side view illustrating my improved bumping-post and the manner of anchoring it. Fig. 2 is a plan view of the same. Fig. 3 is a side view illustrating another method of anchoring the bumping-post, and Fig. 4 is a plan view of the construction shown in Fig. 3.

Referring to the drawings, 5 indicates the standard of the bumping-post, which is made of metal, preferably malleable castings, and is hollow, thus giving the greatest strength for the weight of metal used. The standard 5 is bent at its upper end, as shown at 6 in Fig. 1, so that the upper portion thereof is horizontal and its upper face is substantially perpendicular to the track. The standard 5 is mounted on a suitable base 7, of concrete or other suitable material, as shown in Fig. 1. As shown in Figs. 1 and 2, a flange 8 extends around the base, increasing the extent of the bearing thereof.

9 indicates a flange which extends around the upper face of the bumping-post to form a more extended bearing for a dead-wood block 10, which is fitted thereagainst and forms a bumper. A face-plate 11, of iron or other suitable material, is placed against the outer face of the block 10, and the parts are secured together and to the flange 9 by bolts 12, which pass through said parts, as shown in Figs. 1 and 2.

13 14 indicate the rails of the track, and 15 the ties. In the construction illustrated in Figs. 1 and 2 the ends of the rails are bent upward and together, as shown at 16 17 in Fig. 2, and are secured to the horizontal portion of the standard 5 by bolts 18, as illustrated.

19 indicates a brace which connects the rails 13 14 at the point where they are bent, as shown in Fig. 2.

20 indicates anchors which extend downward from the ends of the brace 19 and are connected to a timber or tie 21 buried in the earth at a suitable depth.

By thus employing a metal post bent so that the upper portion thereof is substantially horizontal and connecting the rails directly to the horizontal portion of the post I greatly simplify the construction of the post. Moreover, by making the post of metal I not only secure greater strength, but the lasting quality of the post is much greater than that of the wooden posts formerly employed. The use of the dead-wood block as a facing for the post provides sufficient elasticity to avoid any injurious effects that might arise from the unyielding character of the metal of which the greater part of the post is composed.

In Figs. 3 and 4 I have illustrated my improved post as being secured to brace-rods 22 23, which are fitted in suitable sockets in the horizontal portion of the post and extend forward of the bumper and are connected to anchors 24, extending along the track under the ties, as best shown in Fig. 3. Straps 25 26 secure the braces 22 23 intermediately to the rails. As illustrated, the ends of the rails instead of being bent up and secured to the post are extended back horizontally and are bent in and secured to the side edges of the base of the post. With this construction the horizontal portion of the post is adequately braced by the braces 22 23, and in addition the post is reinforced by being connected with the ends of the rails, thus giving the maximum of strength. The braces 22 23 may be made as heavy as desired and of any suitable material. Excepting the manner of bracing, the bumping-post is the same as illustrated in Figs. 1 and 2.

That which I claim as my invention, and desire to secure by Letters Patent, is—

1. A railway bumping-post, comprising a suitable base, a hollow standard mounted on said base and having its upper end arranged substantially horizontally, a bumper carried by said standard, and bracing devices connected with the upper portion of the standard.

2. A railway bumping-post, comprising a suitable base, a standard mounted on said base and having its upper end arranged substantially horizontally, a bumper carried by said standard, and bracing devices connected

with the upper portion of the standard and extending forward of the bumper.

3. A bumping-post, comprising a suitable base, a hollow metal standard mounted on
5 said base, and having its upper end arranged substantially horizontally, and means for bracing said standard.

4. A bumping-post, comprising a base, a hollow metal standard mounted on said base
10 and having its upper end bent into a substantially horizontal position, a bumper carried by said standard, and means for bracing said standard.

5. A bumping-post, comprising a hollow

metal standard having its upper end arranged 15 substantially horizontally, a bumper carried by said standard, and means for bracing said standard.

6. A bumping-post comprising a hollow metal standard, a bumper carried thereby, and 20 bracing means connected with the upper portion of said standard and extending forward therefrom.

GEORGE L. CHATFIELD.

Witnesses:

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