(No Model.) 2 Sheets—Sheet 1.

A. EWALDT.

BUMPING POST.

No. 524,416. Patented Aug. 14, 1894.

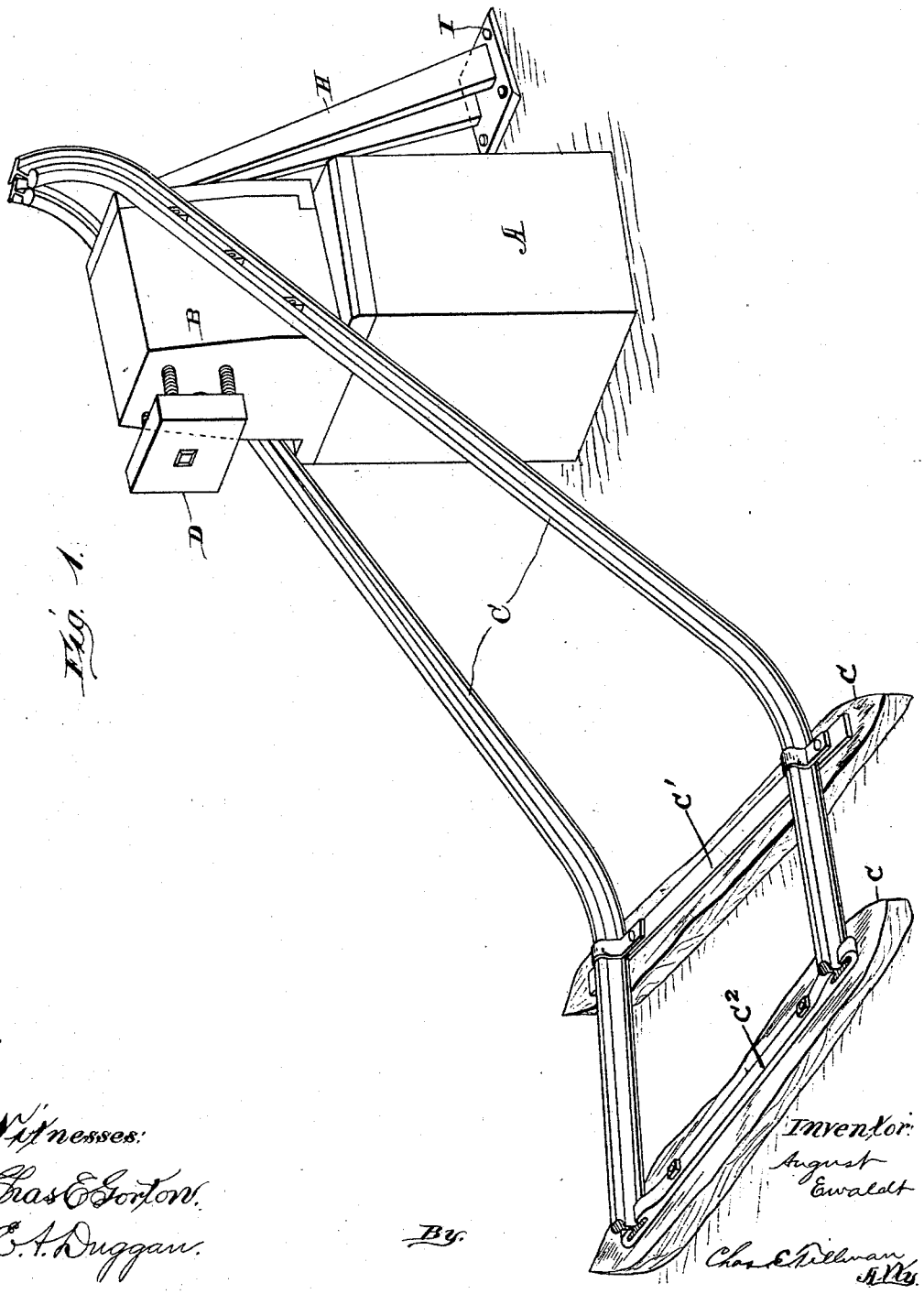

Fig. 1.

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(No Model.) 2 Sheets—Sheet 2.

A. EWALDT.

BUMPING POST.

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Fig. 2.

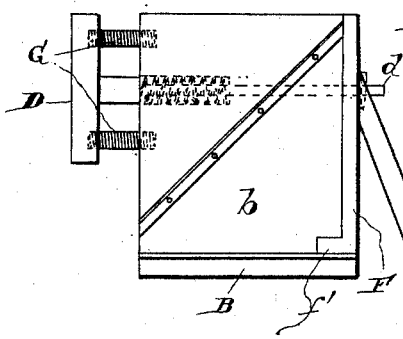


Fig. 3.

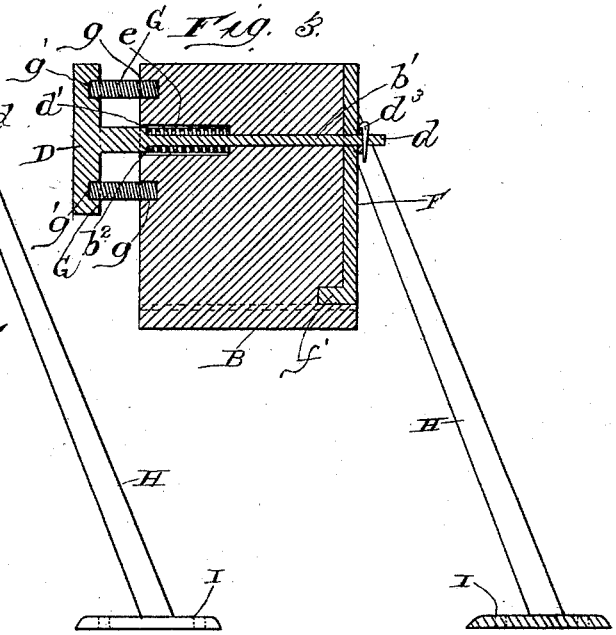


Fig. 4.

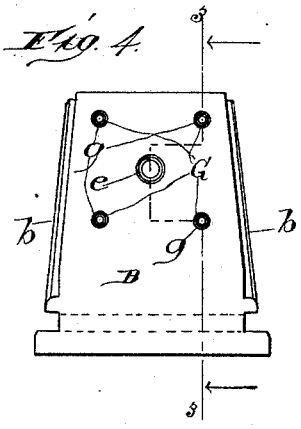


Fig. 5.

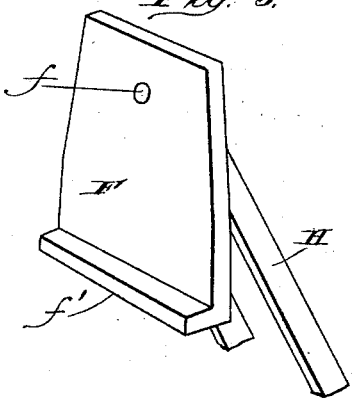
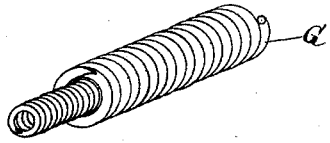


Fig. 6.



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UNITED STATES PATENT OFFICE.

AUGUST EWALDT, OF CHICAGO, ILLINOIS.

BUMPING-POST.

SPECIFICATION forming part of Letters Patent No. 524,416, dated August 14, 1894.

Application filed November 6, 1893. Serial No. 490,142. (No model.)

To all whom it may concern:

Be it known that I, AUGUST EWALDT, 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 Bumping-Posts, of which the following is a specification.

This invention relates to improvements in bumping-posts for railway cars, and it consists in certain peculiarities of the construction, novel arrangement, and operation of the various parts thereof, as will be hereinafter more fully set forth and specifically claimed.

The objects of my invention are, first, to provide a bumping post, which shall be simple and inexpensive in construction, yet strong and durable, and effective in operation; and second, such a post against which the cars of a train may strike without injury to the draw-heads or coupling devices thereof, by reason of the yielding plate against which they contact.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe it, referring to the accompanying drawings, in which—

Figure 1, is a perspective view showing my bumping-post in position and a portion of the railway rails upon which the wheels of the cars track. Fig. 2, is a view in side elevation of the bumping-block, its yielding plate, and braces. Fig. 3, is a view partly in section, taken on line 3, 3, of Fig. 4. Fig. 4, is a face view of the bumping block, with the yielding plate removed. Fig. 5, is a perspective view of the rear supporting plate and a portion of the braces; and Fig. 6, is a detail view of one of the double springs for the yielding plate.

Similar letters refer to like parts throughout the different views of the drawings.

A, represents a base piece or block, which is located on a suitable foundation, at or near the end of the rail-way track, and may be of any suitable size, form, and material, but preferably rectangular in shape, as illustrated in the drawings. Upon this base is secured by means of bolts or otherwise a block B, which tapers from its front surface toward its rear, and is provided on each side with ribs *b*, which extend diagonally across the sides of the block, and are provided with a number of holes through which are passed bolts for securing thereto the rails C, the horizontal portions of which are secured to cross-ties *c*, by means of clamps or braces C′, and C^2, which braces are bolted to the cross-ties. Transversely through the block B, and near its outer portion is an opening *b′*, for the reception and operation of a rod *d*, which is rigidly connected or made integral with the yielding plate D, against which the draw-head of the car strikes.

As is clearly shown in Figs. 2, and 3, of the drawings, the opening *b′*, is enlarged in its front portion, as at b^2, for the reception and operation of a coiled spring *e*, which encircles the diminished portion of the rod *d*, and rests against the shoulder *d′*, thereof. At suitable points near the opening *b′*, and in the face of the block B, are provided a number of holes or recesses *g*, for the reception and retention of the springs G, which are preferably made of two springs, one within the other, as shown in Fig. 6. The outer ends of these springs rest in suitable depressions *g′*, in the yielding plate D, as is clearly seen in the drawings.

To the rear surface of the block B, is placed a plate F, which is provided with an opening *f*, through which the rod *d*, passes, and is there secured by means of a pin d^3, which is inserted through a suitable hole in said rod. To the outer surface of the plate F, are secured the bracing standards or supports H, which extend angularly from said plate, and are secured to a base plate I, which is bolted or otherwise secured to the foundation.

It will be observed by reference to Fig. 5, that the plate F, is provided at its bottom with a flange *f′*, which fits in a corresponding recess in the lower portion of the rear surface of the block B, and thus more firmly secures the same.

From the foregoing it will be understood that as the car rolls back on the rails C, that the weight thereof will be on the horizontal portions of said rails, when the draw-head of the car strikes the plate D, which will yield by reason of its springs sufficiently to prevent damage to the draw-head or the coupling devices and that by reason of the weight of the car, the bumping-post will offer greater resistance.

Having thus fully described my invention,

what I claim as new, and desire to secure by Letters Patent, is—

1. In a bumping post the combination with a block mounted on a suitable base, of a spring-actuated plate provided with a rod extending horizontally through said block, and rear and front braces supporting said block, substantially as described.

2. In a bumping-post the combination with the tapering block B, having the ribs *b*, opening *b'*, and depressions *g*, and mounted on a base, of the plate D, having the rod *d*, and depressions *g'*, the springs G, and *e*, the braces H, secured to the rear surface of the block, and the rails C, attached to the sides thereof, and extending diagonally to the track, all constructed, arranged and operating substantially as described.

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