To all whom it may concern:

Be it known that I, CHARLES ROBERTS, a citizen of the United States, residing at Portsmouth, in the county of Scioto and State of Ohio, have invented certain new and useful Improvements in a Railway Bumper-Block; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of the invention is to provide a simple, strong and efficient bumper block for use in connection with railway service which when encountered by the end of a car will not tend to cause the uncentering or displacement of the car with relation to its truck, and which therefore will minimize the risk incident to depending upon a bumper block for stopping a car or series of cars which have been cut loose from a train or from the engine in shifting operations; and with this object in view the invention consists in a construction and combination of parts of which a preferred embodiment is shown in the drawings, wherein:

Figure 1 is a perspective view of a bumper block constructed in accordance with the invention.

Fig. 2 is a front view of the same partly in section.

Fig. 3 is a detail view in perspective of one of the outside guard plates.

Fig. 4 is a plan view of the improved bumper block in connection with rails, and Fig. 5 is a cross sectional view on the line 5--5 of Fig. 4.

The bumper structure is mounted upon and carried by the rails 10, under which throughout the area of the bumper, which is indicated generally at 11, extend the sills 12 consisting of heavy wooden timbers, and the bumper consists essentially of wheel stops 13 and a transverse draw head stop 14 designed and positioned relatively for simultaneous engagement by the end wheels and the draw head of a car encountering the bumper, so that resistance to the movement of the car is applied simultaneously and equally to the car truck and car body to avoid straining the connection between the same and tending to disarrange the car body with relation to the truck.

Surmounting each rail is a side block 15, preferably of heavy timber set in marginal 35 frames 18 of metal which are extended forward to form the metallic wheel stop 13, the upright portions 17 of said marginal frames serving as the terminal supports for the transverse draw head stop 14 which may also consist of heavy timber.

The rails are engaged by chairs consisting of the inner members 18 having base plates 19 extending under the rail bases or feet and outer members 20 connected with the inner 55 members by bolts 21 extending through the rail webs. The outer chair members are flanged at their lower edges to form seats 22 which are bolted to the sills 12 and are provided at their upper edges with flanges 23 which are bolted to the sides of the bumper block 15 through the marginal frames 16 thereof.

The rear beveled edges of the side blocks 15 are also preferably connected by a transverse inclined metallic brace plate 24.

It will be seen that the strain incident to the contact of the car with the bumper is applied longitudinally to the rails and is resisted by the tensile strength of the rails 80 with which the metallic frame of the bumper is interlocked by the engagement of the chairs therewith and which in turn are secured to the rails by the transverse bolts 21.

Having thus described the invention, what I claim is:

A railway track bumper having rail engaging chairs, a side block arranged in the vertical planes of the rails, marginal metallic frames embracing the side block and having connection with the rail chairs, and a draw head bumper member transversely disposed between the planes of the said marginal frames and attached to said marginal frames, the latter being extended longitudinally of the rails beyond the plane of the draw head bumper member to provide terminal wheel stops.

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

CHARLES ROBERTS.

Witnesses:

THOMAS C. BRATTY,
HELEN M. HOFFMAN.