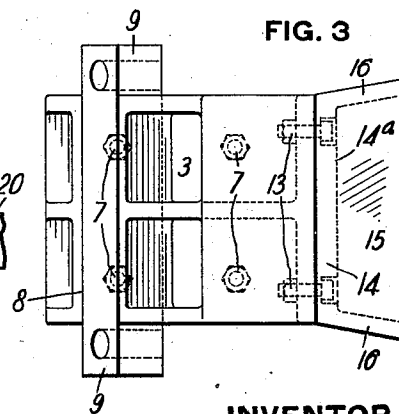
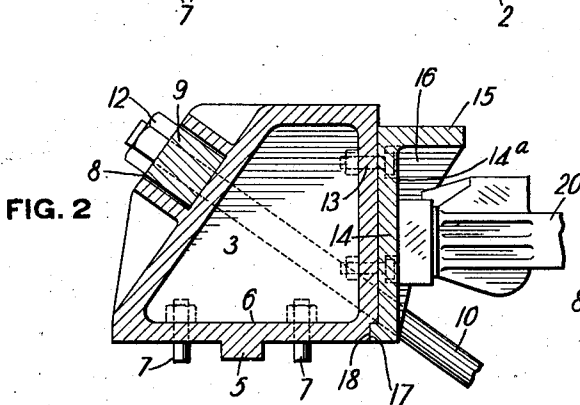
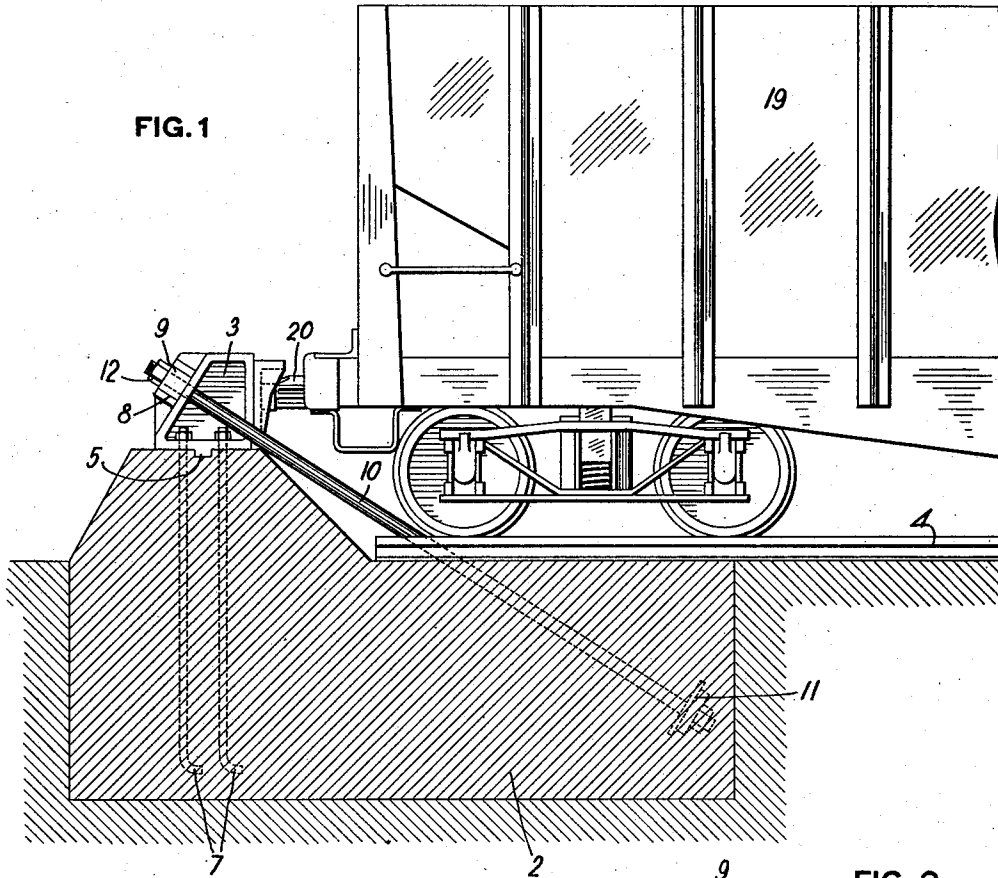


M. M. SUPPES.
BUMPING BLOCK FOR RAILWAY TRACKS.
APPLICATION FILED MAR. 19, 1912.

1,027,779.

Patented May 28, 1912.



WITNESSES

R. Little
Chas. J. Erdman

INVENTOR

M. M. Suppes
by Luthien & Bell
his Attorneys

UNITED STATES PATENT OFFICE.

MAX M. SUPPES, OF ELYRIA, OHIO.

BUMPING-BLOCK FOR RAILWAY-TRACKS.

1,027,779.

Specification of Letters Patent.

Patented May 28, 1912.

Application filed March 19, 1912. Serial No. 684,906.

To all whom it may concern:

Be it known that I, MAX M. SUPPES, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented a new and useful Bumping-Block for Railway-Tracks, of which the following is a specification.

My invention relates to the construction of bumping blocks used at the ends of spur tracks in bringing cars to a stop, and preventing the cars from being pushed beyond the ends of the tracks and causing the destruction of buildings, of machinery, and possible damage to the cars and loss of life to workmen.

The principal object of my invention is to provide a bumping block of improved construction having novel means whereby the car and the car coupler are prevented from lifting in striking against the bumper and in this way avoiding any liability of the car body being lifted from the car trucks and sliding over the top of the bumper.

Referring to the accompanying drawings, forming part of this specification, Figure 1 is an elevation, partly in cross section showing a car bumper constructed and arranged in accordance with my invention. Fig. 2 is a longitudinal section on an enlarged scale showing in detail the construction of bumping blocks as made in accordance with my invention. Fig. 3 is a plan of the bumping block shown in Fig. 1 and in detail in Fig. 2.

In the drawings, 2 designates a heavy concrete base upon which the bumping block 3 is mounted, which is located at the end of a spur track formed by the track rails 4. The bumping block is formed of a casting having a tongue 5 on its lower face and having openings in its bottom flange 6 through which extend the anchor bolts 7,—7, by which the block is bolted to the concrete base 2. The rear end of the bumper block has a transverse slot 8 therein in which the cross bar 9 is located, and holes are provided in the rear of the bumper block through which the diagonal tie bolts 10,—10, project into the holes in the ends of the cross bar 9. The diagonal bolts 10 extend into and are anchored in the concrete base by means of the anchor plates or foundation washers 11 provided on the lower ends of these bolts. The adjustment necessary to tighten the bar 9 in engagement with the bumper 3 is had by means of the nuts 12 on

the screw threaded ends of the diagonal bolts 10.

Secured to the front face of the bumper block 3 by bolts 13 is a false plate 14 which is provided with a top flange 15 and with side flanges 16, which taper downwardly and inwardly from the outer marginal edge of the top flange to a point preferably in the same plane as the outer face 14^a of the false plate.

In the construction shown the false plate has an inwardly extending projection or flange 17 on its lower edge which is seated in the recess 18 in the face of the bumping block so that lifting of the false plate with respect to the bumping block is prevented without putting the securing bolts 13 in shear, the bolts being necessary only to retain the false plate 14 in position on the bumping block. The rib or projection 5 on the lower face of the bumping block fits into the registering recess formed in the top face of the concrete base 2 so that to dislodge the bumper from its position on the base it will be necessary to disrupt or break the diagonal bolts 10,—10, shear the anchor bolts 7,—7 and also shear the lug 5 on the bumper block or break the portion of concrete base opposing this lug 5. The bumping block 3 and the false plate 14 being anchored in position on the foundation or base 2, shown in the drawing, at the end of a switch or spur track 4, the apparatus is in readiness for use.

By reference to Fig. 1 it will be seen that when a car 19 is caused to engage with the bumper, the coupling 20 of the car will strike against the face 14^a of the false plate 14 on the bumper block 3 and, should the force with which the car strikes the bumper block be sufficient to tend to lift the car, the top flange 15 on the false plate will engage with and limit the possible lifting movement of the car coupling 20. The car coupling having but slight vertical movement relative to the car body will in turn prevent the car body 19 lifting from the car truck 21 and in this way overcome any possibility of the car being lifted and moved from the truck over the top of the bumper when the car engages with the bumper block.

The advantages of my invention will be apparent to those skilled in the art. By the provision of the false plate having the inclined face and overhanging top flange which engages with the car or the car cou-

pler, the liability of lifting of the car from its trucks is prevented and overcome.

The lug on the false plate engaging with the bottom edge of the bumper block affords a strong and durable construction and removes any possibility of the strains being transmitted from the false plate through the bolts to the bumping block. The downwardly extending lug or flange on the base of the bumping block transmits the shear directly from the bumping block to the base and to that extent removes the possibility of shearing the anchor bolts.

Modifications in the construction and arrangement of the parts may be made without departing from my invention. The tongue and groove connection may be made between the opposing faces of the bumping block and false plate, instead of the lug and recess construction shown, and means other than the lug on the bottom of the bumping block may be used to transmit the load from the bumping block to the concrete base therefor, within the scope of the appended claims.

I claim:—

1. A car bumper having a base and a bumping block mounted on said base, means for anchoring the block to the base, the

bumping face of said block lying in a substantially vertical plane and having marginal ribs inclosing said face at its top and sides, said side ribs being downwardly and rearwardly inclined.

2. In a car bumper, the combination with a base, of a bumping block mounted thereon, and means for anchoring the block on said base, said bumping block having a recessed bumping face, the vertical ribs forming said recess extending downwardly and inwardly at an oblique angle.

3. In a car bumper, the combination with a base, of a bumping block mounted thereon, and means for anchoring the block on said base, said bumping block having a recessed bumping face, the vertical ribs forming said recess extending downwardly and inwardly at an oblique angle, the engaging faces of the block and bumping face having a registering tongue and groove therein.

In testimony whereof, I have hereunto set my hand.

MAX M. SUPPES.

Witnesses:

F. W. WATERMAN,
D. W. LAWRENCE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."