Oct. 29, 1935. K. JAEGER 2,019,135

RAILWAY BUFFER STOP

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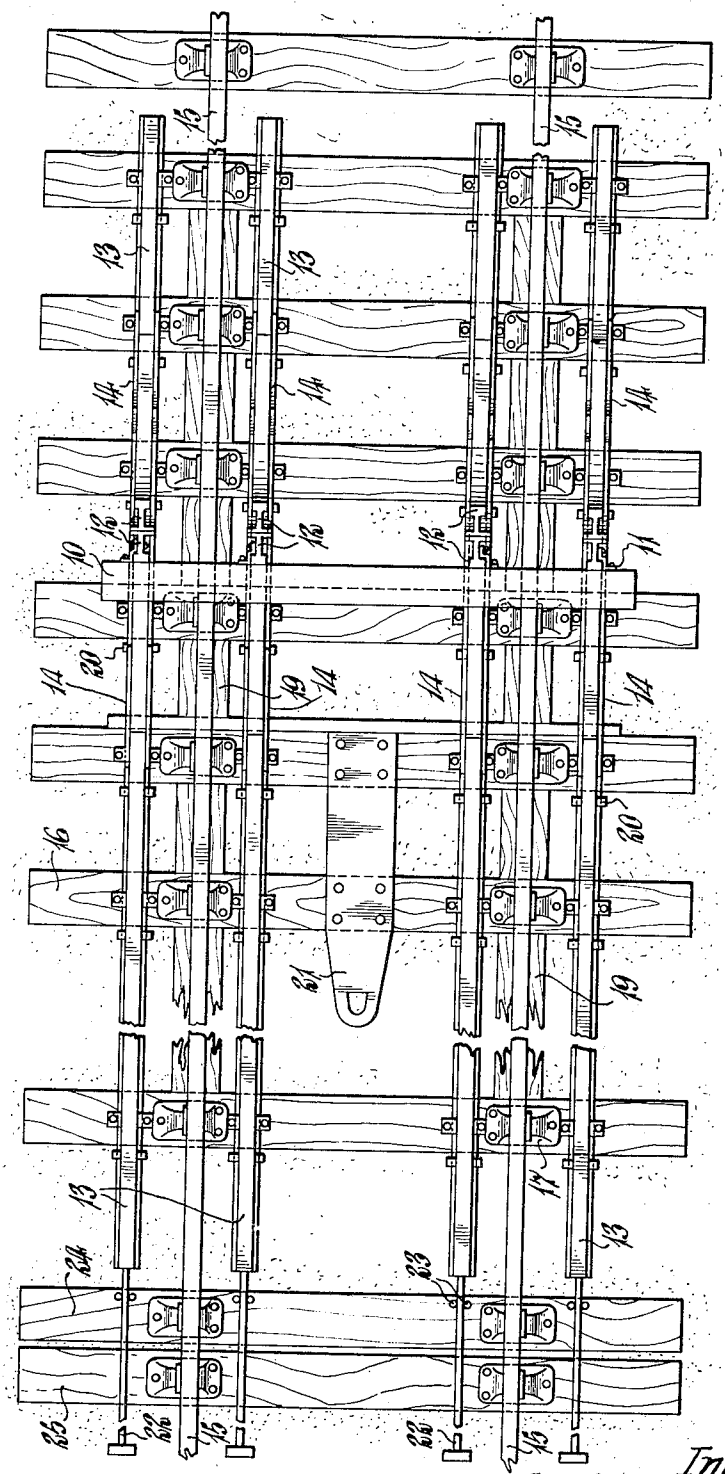
Fig. 1.



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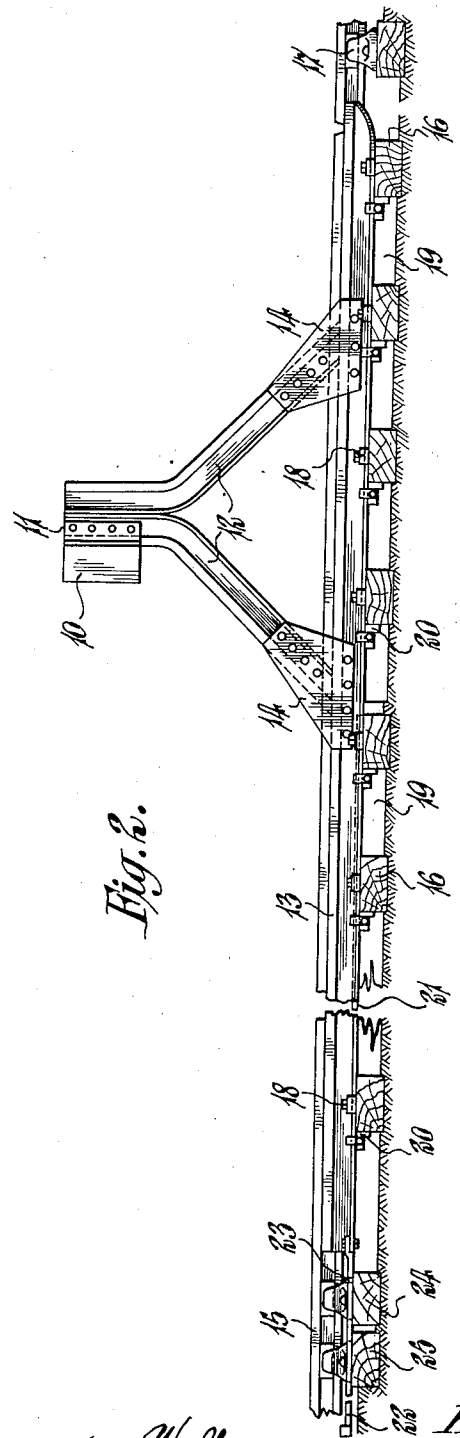

Fig. 2.

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RAILWAY BUFFER STOP

Karl Jaeger, Brandenburg-on-the-Havel, Germany

Application January 18, 1932, Serial No. 587,254
In Great Britain January 21, 1931

5 Claims. (Cl. 104—254)

This invention concerns improvements in buffer stops of the kind in which the buffer block is connected by auxiliary rails or the like to movable sleepers adapted to be dragged over the track ballast. When, as has hitherto been the case, the sleepers come into action succesively they are liable to cant round relatively to the running rails, thus forcing out the keys or tending to break the keys or chairs.

According to the invention to overcome this the sleepers are spaced or connected to move in parallelism, while at the same time the sleepers are connected in known manner to the auxiliary rails so as to be slidable relatively thereto in emergency. By spacing the sleepers by wooden blocks or the like all may move simultaneously if desired, but clearly the sleepers may be moved in groups to provide a cumulative buffing action.

In order that the invention may be readily understood, one embodiment will be described with reference to the annexed drawings, wherein:

Fig. 1 is a plan view and

Fig. 2 a side elevation.

The buffer block 10 is connected by means of suitable brackets 11 to the trusses 12 which at their lower ends are connected to the auxiliary rails 13 by means of buckles 14. In the example shown there are four rails 13 disposed in pairs laterally of the running rails 15. These rails 15 are mounted on the sleepers 16 by chairs 17 in the usual manner, and the rails 13 are connected to the sleepers by clamps 18 so that relative movement between the rails 13 and sleepers is possible in an emergency. The sleepers are spaced apart by means of wooden or like blocks 19, and are adapted to be engaged by brackets 20 provided on the rails 13 when the latter are moved by the impact of a locomotive truck or the like against the buffer block. It will be understood that the brackets 20 may slide on the rails 13 in an emergency in the same manner that the rails 13 may slide in clamps 18 in such case. It will be seen that by the blocks 19 the sleepers are caused to move in parallelism, and therefore cannot twist with respect to the running rails, so that the keys and chairs of the latter are protected against damage.

The sleepers may be hauled back into normal position after displacement by means of the strap 21.

The ends of the rails 13 are provided with bars 22 co-operating with stops 23 on a sleeper 24 which before the buffer is used is close to the last fixed sleeper 25 of the permanent way. When the buffer has been moved to the maximum extent the ends of the bars 22 engage the stops 23 and pull forward the sleeper 24, so that there is no appreciable length of rails unsupported by a sleeper.

What I claim is:—

1. A railway buffer stop comprising a movable block, movable sleepers, means connecting said block and sleepers, said means allowing relative movement of the sleepers with respect thereto in emergency, and means for spacing said sleepers at a constant distance apart and forcing them to move in parallelism at such constant distance apart.

2. A railway buffer stop comprising a movable block, movable sleepers, means connecting said block and sleepers. said means allowing relative movement of the sleepers with respect thereto in emergency, and compression spacing members between said sleepers for maintaining them at a constant separation throughout movement thereof.

3. A railway buffer stop comprising a movable block, movable sleepers, means connecting said block and sleepers, said means allowing relative movement of the sleepers with respect thereto in emergency, and spacing means for causing groups of sleepers to move simultaneously in parallelism and at constant distances apart from one another.

4. A railway buffer stop comprising a movable buffing member, auxiliary rails adjacent the railway running rails, sleepers under all said rails, means connecting the buffing member and the auxiliary rails, and means connecting the auxiliary rails and the sleepers, said second-named connecting means causing simultaneous movement of the sleepers with the auxiliary rails under normal shocks and permitting simultaneous slippage between the auxiliary rails and sleepers under abnormal impact upon the buffing member.

5. A railway buffer stop comprising a movable buffing member, auxiliary rails adjacent the railway running rails, sleepers under all said rails, means connecting the buffing member and the auxiliary rails, spacing members located between the sleepers for initially spacing the sleepers and maintaining said spacing during operation, and means connecting the auxiliary rails and the sleepers, said second-named connecting means causing simultaneous movement of the sleepers with the auxiliary rails under normal shocks and permitting simultaneous slippage between the auxiliary rails and sleepers under abnormal impact upon the buffing member.

KARL JAEGER.