

J. T. FARRELL.
DERAILER.

APPLICATION FILED APR. 30, 1908.

940,139.

Patented Nov. 16, 1909.

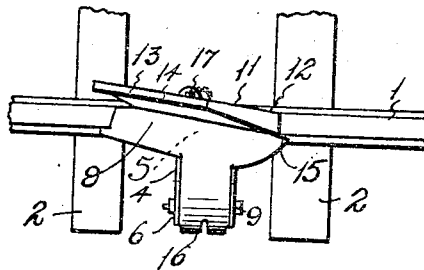


Fig. 1.

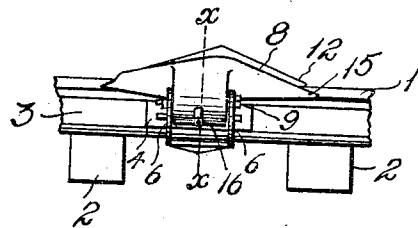


Fig. 2.

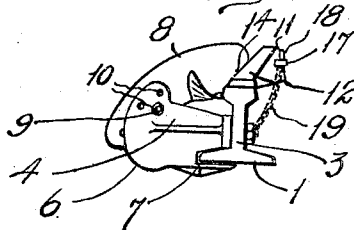


Fig. 3.

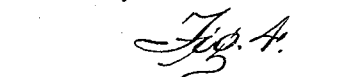


Fig. 4.

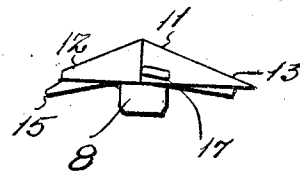


Fig. 5.

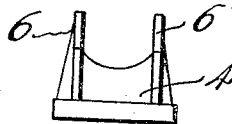


Fig. 6.

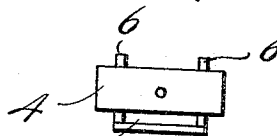


Fig. 7.

WITNESSES:

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DERAILER.

940,139.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN T. FARRELL, citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Derailers, of which the following is a specification.

My invention relates to new and useful improvements in derailers.

The object of the invention is to provide a superior derailer of simple construction which may be operated from a switch stand if desired or locked on the rail.

Another object is to provide a device of the character described that will be strong, durable, efficient and simple and comparatively inexpensive to construct, also one in which the several parts will not be liable to get out of working order.

With the above and other objects in view, the invention has relation to certain novel features of construction and operation, an example of which is described in the following specification and illustrated in the accompanying drawings, wherein:

Figure 1 is a plan view of the derailer and a portion of the track, Fig. 2 is a side elevation of the same, Fig. 3 is a transverse section of the derailer block, Fig. 4 is an end view of the parts shown in Fig. 1, Fig. 5 is an inside elevation of the derailing block, Fig. 6 is a plan view of the bracket, and Fig. 7 is a rear elevation of the same.

In the drawings the numeral 1 designates an ordinary rail supported on the ties 2. To the outer side of the web 3 a bracket 4 is secured by a suitable bolt 5 so as to project horizontally toward the inside of the track. This bracket is formed with side arms 6 and a pocket 7 shaped to snugly receive and fit the outer base flange of the rail.

Between the side arms 6 a derailing block 8 is pivotally mounted on a bolt 9, the said bolt passing through one of a plurality of openings 10 in each side arm which permits the said block to be adjusted vertically to accommodate different heights of rails and laterally to accommodate different formations of rail treads such as an L formation. This block is curved upwardly and formed with a shoe portion 11 which rests on the rail 1 and projects over the same at 12 where it slopes down toward the outside of the track, while at its opposite end 13 it slopes down toward the inside of the rail.

The shoe portion has a diagonal groove or channel 14 which begins inside of the head of the rail and ends outside of the same. The groove 14 and the block are properly shaped so that the flange of the wheel will ride into the groove and be guided across to the outside of the rail and the derailing properly carried out. The block is provided with a projection 15 adjacent the groove against which the flange of the wheel will strike and be thrown toward the rail as it leaves the block.

At its lower end, the block is provided with a slotted opening 16 to receive a suitable connection from a switch stand by which the block, being pivotally mounted, may be swung on to the rail or raised off of the same and thrown back when it is not desired to use the derailer. An eye 17 is provided on the shoe 11 to receive a locking key 18, one end of which is secured to a chain 19 having suitable connection with one of the track bolts. By this arrangement the block may be locked into position when it is desired to use it permanently on the rail, as at the end of a siding.

I wish to call particular attention to the fact that the block 8 is pivoted some distance above its lower end which permits it to be readily swung off of the rail when it is not desired to use it and to be thrown down on to the rail whenever desired. By arranging it to be connected to a switch stand it may be locked in or out of operating position just the same as an ordinary switch tongue.

What I claim, is:

1. In a derailer, the combination with a rail, of a bracket secured to the rail and provided with side arms having a plurality of bolt receiving openings, a grooved block disposed between the side arms, and a bolt passing through one of the openings in each side arm and the block for pivotally and adjustably supporting the same.

2. A derailer of the character described comprising supporting means adapted to be located adjacent to a rail, a block 8 pivoted to said support adapted to rest upon a rail having the shoe portion 11 and the projection 15 arranged substantially as and for the purpose described.

3. A derailer of the character described comprising a support adapted to be mounted adjacent to a rail, a block 8 pivoted to said

support, and means adapted to connect the block and the rail for fastening the block against removal from the tread.

4. A derailer of the character described
5 comprising a support formed to embrace one of the base flanges of a rail, means adapted to engage the web of a rail and said support for fastening the same in place, and a block 8 pivoted to the support adapted to rest upon
10 the tread of the rail substantially as and for the purpose described.

5. A derailer of the character described comprising a support adapted to be mounted

adjacent to a rail, a block 8 adapted to rest upon the tread of a rail, and means whereby 15 the block may be bodily adjusted to different positions relative to and pivoted to the support substantially as described.

In testimony whereof I have signed my name to this specification in the presence of 20 two subscribing witnesses.

JOHN T. FARRELL.

Witnesses:

WM. A. CATHEY,
ERMA B. TINKLER.