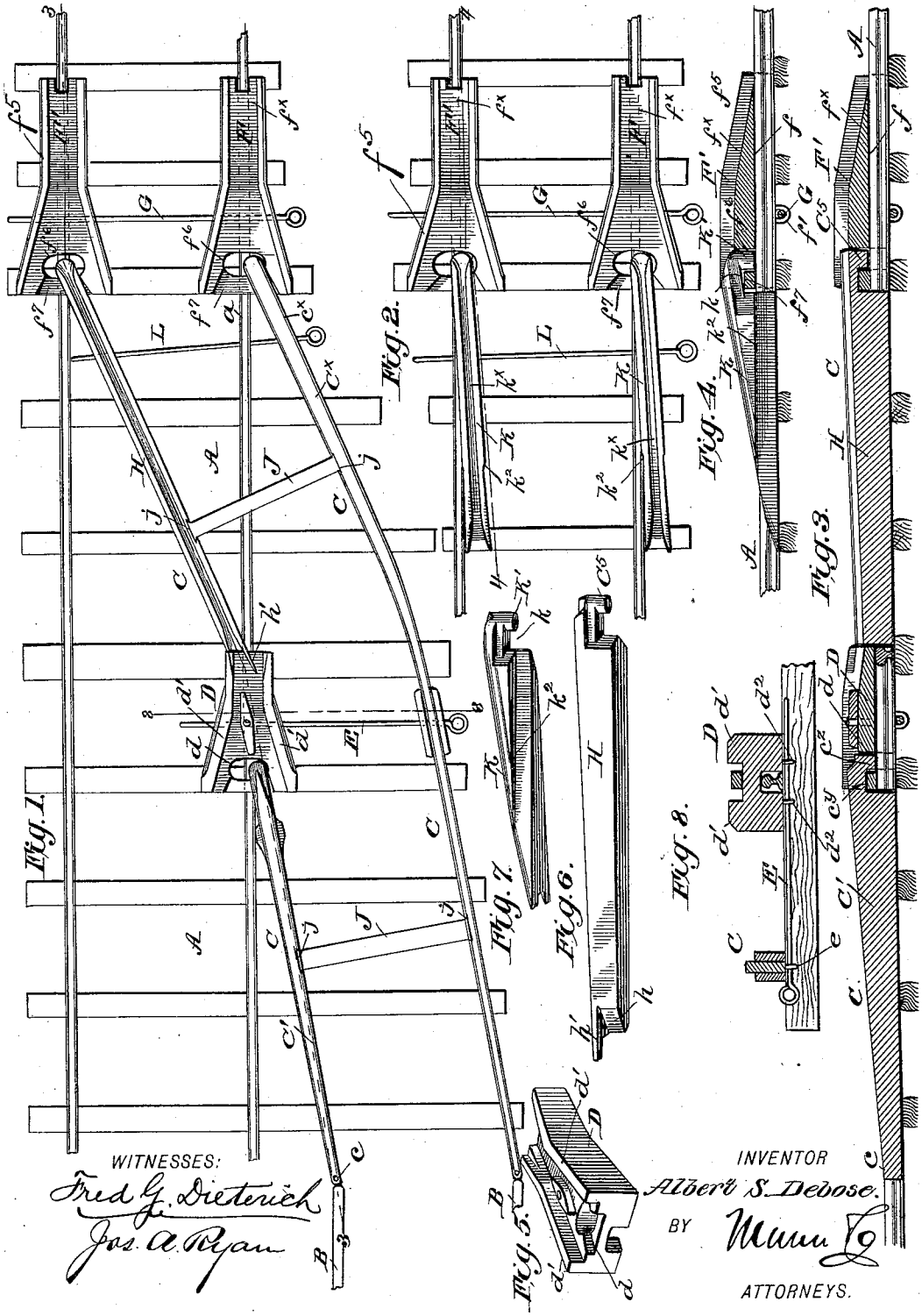
(No Model.)

A. S. DEBOSE.

COMBINED RAILWAY SWITCH AND CAR REPLACING MECHANISM.

No. 530,022. Patented Nov. 27, 1894.



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ALBERT S. DEBOSE, OF CUERO, TEXAS.

COMBINED RAILWAY-SWITCH AND CAR-REPLACING MECHANISM.

SPECIFICATION forming part of Letters Patent No. 530,022, dated November 27, 1894.

Application filed July 14, 1894. Serial No. 517,582. (No model.)

To all whom it may concern:

Be it known that I, ALBERT S. DEBOSE, residing at Cuero, in the county of Dewitt and State of Texas, have invented a new and Improved Combined Railway-Switch and Car-Replacing Mechanism, of which the following is a specification.

My invention relates more particularly to switch and car replacing attachments for railways and it has primarily for its object to provide certain improved devices which can be arranged to operate as a switch mechanism, or as car replacing means, which can be easily manipulated, are of a simple construction and which will effectively serve for their intended purposes.

It has also for its object to provide attachments of this character in which the several parts are detachably connected which can be readily assembled, and fitted in position without the use of spikes or bolts.

With other minor objects in view which hereinafter will be referred to, my invention consists in such novel features of construction and peculiar combination of parts as will be first described in detail and then be specifically pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of my improved attachments showing the same arranged as a switch mechanism. Fig. 2 is a similar view showing the parts arranged as a car replacing mechanism. Fig. 3 is a longitudinal section taken on the line 3—3 Fig. 1. Fig. 4 is a similar view on the line 4—4 Fig. 1. Figs. 5 and 6 are detail views of the removable switch section and the joint member. Fig. 7 is a detail view of one of the car replacing guard or incline members; and Fig. 8 is a transverse section on the line 8—8 Fig. 1.

Referring to the accompanying drawings and more particularly to Fig. 1, A and B indicate the track rails and C the detachable switch mechanism, which comprises a rail section C′ pivotally connected, when in use at the front end as at *c*, adjacent the track rails B, the outer rail member C^x of which is bent inward at the front end c^x and extended to meet the rail member *a* of the track A, while the inner rail C′ is much shorter, has its front end tapered and formed with an undercut portion c^y and a pivot or lug portion c^z which is adapted to seat in a recess or socket *d* formed in a connecting block or frog member D. The block D has a longitudinal recess in its base whereby it is adapted to be detachably held on the rail *a*, while its upper face has the usual guide flanges *d′ d′* as shown, and such block after being set in position is held secured by a transverse rod E which passes through a staple *e* on the under face of the outer switch rail section and eyes d^2 on the under face of the block D.

F F′ indicate a pair of guide blocks which have longitudinal recesses *f f* at the bottom whereby they are adapted to be fitted onto the main track rails as clearly shown in Fig. 1 they being held secured by the transverse rod G which passes under the main rails and through staples *f′* on the bottom of the blocks F F′. The inner ends of such blocks F F′ are approximately triangular in shape in plan their smaller ends being extended as at f^x, and inclined downward toward the rail, the side edges of such portion as also the triangular portion having vertical flanges f^5 which form the guides for the car wheels. The triangular portions of the blocks F F′ have recesses or sockets f^6, the front ends of which terminate in seats or depressions f^7.

It will be noticed by reference to Fig. 1 the outer switch rail C^x which has its end recessed and formed with a lug member C^5 seats in the socket f^6 of the block F its undercut or recessed portion fitting the seat f^7.

H indicates a detachable switch rail section the front end of which is beveled at *h* to fit flush against the rail *a* and formed with an extension *h′*, which seats in the front end of block D. The front end of the section H is also formed with a recess and lug portion similar to the end of the rail C^x and fits the socket and seat portions of the block F. The switch rails C C′ C^x and H are joined and braced by the tie bars J formed with dovetailed ends *j* which fit the dovetail recesses in the rails as shown.

From the foregoing description taken in connection with the drawings it is thought the complete operation of my improvements when arranged for use as a switch mechanism will be readily understood.

When used as a car replacing mechanism

the blocks F and F′ are placed in the proper position on the main rail and secured as before described. Inclined rail members K having undercut recesses k and pivot lugs K′ at the upper end are fitted in the sockets and depressions f^6 f^7 of the blocks F F′ and their edges which are cut away as at k^2 are snugly fitted against the edges of the rails as shown most clearly in Fig. 2, they being held secured by the transverse rod L. The upper face of the members K is inclined and formed with a central guide k^x for the flanges of the car wheels to be replaced.

It will be noticed that the car replacing devices are constructed for reversible connections with the rails.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a mechanism as described, the combination with the main rails and detachable switch or replacing members having pivot lugs and undercut recesses at their front end, of guide blocks adapted to be detachably connected with the rails, their rear ends tapering and terminating with the upper face of the rails, their front ends having socket f^6 and recessed portions f^7 adapted to receive the lug ends of switch or replacing members all arranged substantially as shown and described.

2. In a mechanism as described the combination with the main rails, the blocks F and F′, the connecting block D, and the siding rails, of a switch section having its short rail detachably connected with the block D, its long rail bent inward and detachably connected with the block F, and having a detachable member H, connected at one end to the block F′ and the other with the block D all arranged substantially as shown and for the purposes described.

3. The combination in a mechanism as described, with the main and siding rails, the block D detachably connected with one of the main rails, the blocks F F′ detachably connected with such main rails, said blocks D, F, F′, having one end formed practically triangular shaped, and the opposite end straight and tapered toward the rail, said angular end having socket and recess portions, of the switch section having the ends of its short and long member formed with an undercut portion and a lug the end of the short rail fitting the socket and recess in the block D and the long rail the block F′ and the detachable rail section H having a tapered portion h fitting against the main rail and a portion h' fitting the block D, and having a lug and cut out portion fitting the socket in the block F all arranged substantially as shown and for the purposes described.

4. The combination with the main rails and the siding rails, of the blocks D, F and F′, having central longitudinal recesses fitting the main rails and staples on the under face, and the switch rails connected with the said blocks as shown, said rails having staples or eyes on their under face, of transverse rods projected under the main rails and through the staples on the switch rails and the block and all arranged substantially as shown and for the purposes described.

5. The combination with the main rails and the blocks F F′ detachably connected thereto, having triangular portions at the front end, terminating at the rear in straight portions downwardly inclined said front portions having socket f^6 and recesses f^7 of the members K having each a recess and a lug at the front end, adapted to fit the socket f^6 and recess f^7 on the blocks F F′ their upper faces having a guide groove and inclined downward, and the tie rod L all arranged substantially as shown and described.

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