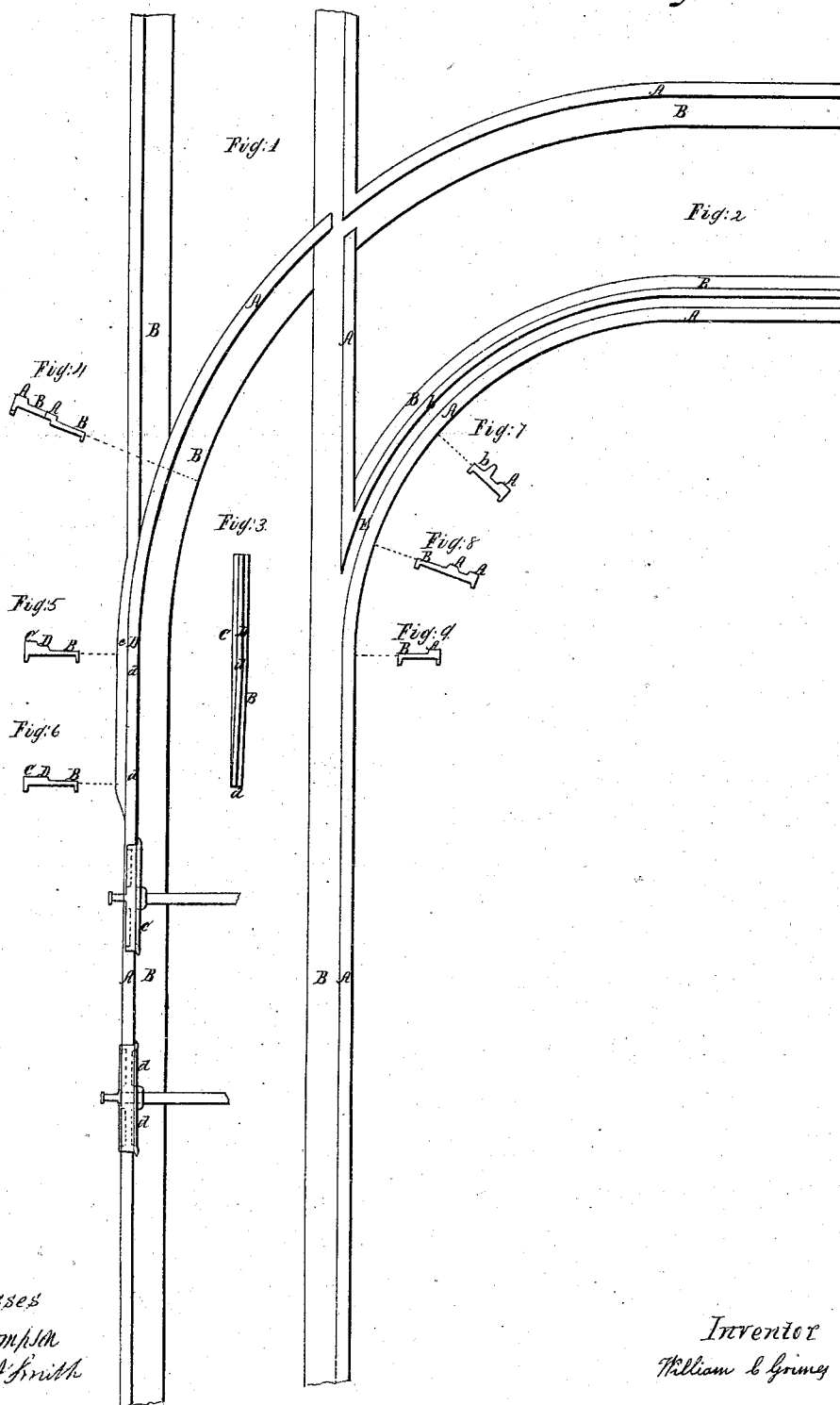


W. C. Grimes,
Railroad Switch,

N^o 32,286,

Patented May 14, 1861.



Witnesses
Sam. Thompson
Wm. Smith

Inventor
William C. Grimes

UNITED STATES PATENT OFFICE.

WILLIAM C. GRIMES, OF PHILADELPHIA, PENNSYLVANIA.

CITY RAILROAD.

Specification of Letters Patent No. 32,286, dated May 14, 1861.

To all whom it may concern:

Be it known that I, WM. C. GRIMES, of the city and county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in City Passenger-Railroads for Transferring Cars from One Track to Another; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in making the outer rail, or track, double, or with two parallel rails or tracks in juxtaposition, for a short distance at the point of divergence of one track from the other, with the horizontal plane of the one slightly inclined from, and below the other. The car wheels to be of different breadth of face or tread for the different tracks, so that the wheels of the greater breadth of face shall roll upon the upper and outer rail, while the wheels of the narrower face or tread follow upon the inner and declining part of the double track rail, which sinks gradually down to a level with the web of the outer rail, and then commences to curve or diverge therefrom, the flanch of the outer wheel keeping the car upon the track till the flanch of the opposite or inner wheel, falls within the guiding influence of the guard rail, after which the curvature may be more abrupt, when required.

In the accompanying drawings similar letters refer to like parts in all the figures.

Figure 1, is a plan view of the straight track. Fig. 2, a plan view of the diverging track. Fig. 3, is a side view, or elevation, of the double L track rail. Figs. 4, 5, 6, 7, 8, and 9 are transverse sections of the rails at the points indicated by the dotted lines.

A A is the track or elevated part of the rail; B B, the web or flat part of the rail; C and D, the double, parallel, and contiguous tracks which are formed (as it were) by an overlapping of the rails of the same track, C being nearly its width out of line with the preceding line of rail. On it the wheels of the broader tread roll on and over, the now lower and diverging track D. *a a*, the declining part of the double track, or D; *b b*, the guard rail; *d d*, section of a wheel of the broader tread; *c c*, section of a wheel of the narrow tread; E, depression for the flanch of the wheel.

The part forming the double track C and D may be of cast iron and made in one piece.

What I claim as new, and as my invention, and desire to secure by Letters Patent, is—

The double track C and D constructed substantially as above described, and for the purpose set forth.

WM. C. GRIMES.

Witnesses:

JOHN THOMPSON,
WM. I. SMITH.