

(No Model.)

F. H. TREACY.
RAILWAY SWITCH AND SIGNAL CONNECTION.

No. 537,503.

Patented Apr. 16, 1895.

Fig. 1

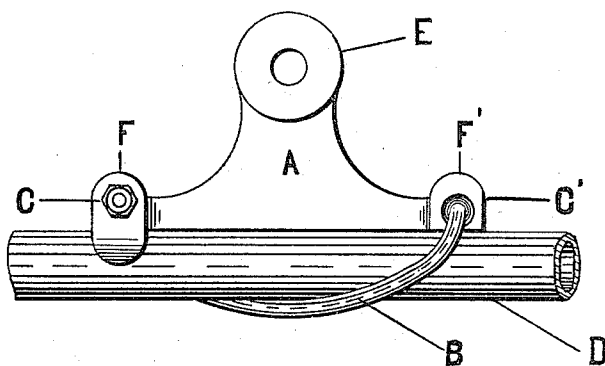
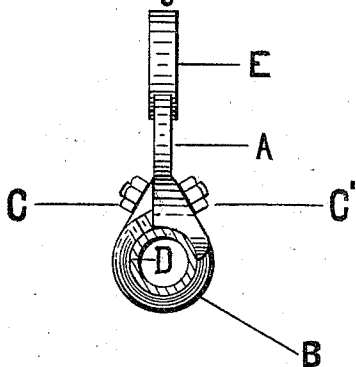


Fig. 2



WITNESSES:

J. Brooks Maxwell.
H. H. Munroe do.

INVENTOR

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BY

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FRANK H. TREACY, OF BROOKLYN, ASSIGNOR OF ONE-HALF TO ROBERT BLACK, OF NEW YORK, N. Y.

RAILWAY SWITCH AND SIGNAL CONNECTION.

SPECIFICATION forming part of Letters Patent No. 537,503, dated April 16, 1895.

Application filed March 6, 1895. Serial No. 540,691. (No model.)

To all whom it may concern:

Be it known that I, FRANK H. TREACY, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented a certain new and useful Railway Switch and Signal Connection, of which the following is a specification.

My invention relates to railway switch and signal connections of the class described in United States Letters Patent No. 375,398, issued to me December 27, 1887, and its object is to provide a device which shall be cheap in construction, easy of application, and sure in operation.

To this end, my invention consists of two blocks adapted to impinge against diagonally opposite sides of a tube or rod, and a spirally formed bolt, adapted to unite said blocks and bind them and itself about said tube or rod. I attain this object by the device illustrated in the accompanying drawings, in which similar letters of reference indicate similar parts throughout both views.

Figure 1 is a side view of a pipe with my device applied thereto; and Fig. 2 is an end view thereof.

The device illustrated in my said Letters Patent, No. 375,398, I have found to be expensive in construction, and uncertain in operation. The tightening of the bolt does not always serve to bind the parts sufficiently tight upon the tube or rod. The number of parts renders it also difficult of application.

I now proceed to describe my new device.

The tube or rod D, is that in common use as a connection between the lever and switch, or signal on railroads. The eye E, is for the joint or hinge-pin of the subsidiary tube or rod which is to be connected with the main tube or rod D. Eye E, is supported upon the piece A, which carries at its other end, and on opposite sides, the blocks F. and F'. These blocks, F. and F', are hollowed out or concave on their inner surfaces to fit against the tube

or rod D. Said blocks are also provided with holes through which may be passed the spiral bolt B, as shown in the drawings. Said bolt is formed spirally, and so as to pass through the holes in blocks F. and F', and with them inclose the tube or rod D. It may be provided at each end with a screw-thread and nut, C. C', or with a head at one end, and a screw-thread and nut at the other. The piece A, and eye E, may be of any convenient form or design, their only object being to form a connection between the blocks F. F', and the subsidiary tube or rod. Upon tightening the nut or nuts upon the bolt B, the blocks and bolt will all be bound about and removably, and adjustably attached to rod D. The gripping surface of my device may be varied by varying the distance between blocks F. F', and the length of bolt B.

Of course I do not limit myself to the use of my device upon railroads described, for it would be useful wherever it is desired to make a connection upon a tube or rod.

What I claim, and desire to secure by Letters Patent, is—

1. The device for making a connection upon a tube or rod, which consists of two blocks, adapted to fit upon said tube or rod, and arranged diagonally opposite each other, a spiral bolt adapted to unite said blocks, and bind them and itself about said tube or rod, and means of tightening said bolt substantially as described.

2. The device for making a connection upon a tube or rod, which consists of blocks F. and F', bolt B, with its head, and nut C, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 5th day of March, 1895.

FRANK H. TREACY.

Witnesses:

C. W. WESTON, Jr.,
H. V. N. PHILIP.