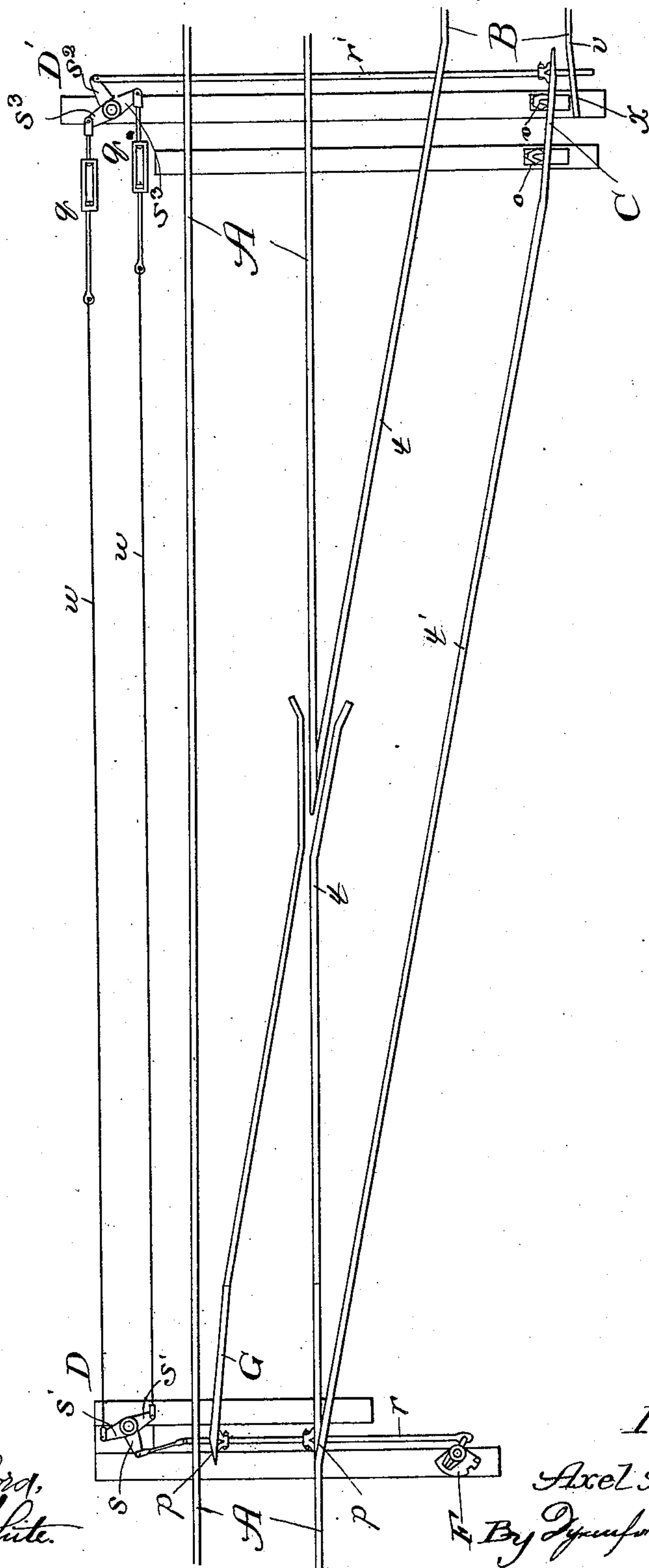


(No Model.)

A. A. STROM.
DERAILING SWITCH.

No. 474,976.

Patented May 17, 1892.



Witnesses:

Charles E. Taylor,
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UNITED STATES PATENT OFFICE.

AXEL A. STROM, OF AUSTIN, ILLINOIS, ASSIGNOR TO THE STROM MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS.

DERAILING-SWITCH.

SPECIFICATION forming part of Letters Patent No. 474,976, dated May 17, 1892.

Application filed December 21, 1891. Serial No. 415,736. (No model.)

To all whom it may concern:

Be it known that I, AXEL A. STROM, a citizen of the United States, residing at Austin, in the county of Cook and State of Illinois, have
5 invented a new and useful Improvement in Derailing-Switches, of which the following is a specification.

The object of my invention is to provide an improved construction of switch whereby
10 when the main-track switch is set for the main line the operation of so setting it will open the side-track switch, and thereby insure derailment of a car or train on its way to the main line from the siding.

15 My invention consists in peculiar details of construction and combinations of parts, all as hereinafter described, and set forth in the claims.

The accompanying drawing represents by a
20 plan view a section of a railroad-track provided with my improved derailing-switch apparatus.

A denotes the main line, and B the siding. Where the transfer-rails t and t' from the side
25 track meet the rails of the main line, I provide the two movable point-rails p of a split switch G. At the end of the siding transfer-rail t' , adjacent to the rail v of the siding B, I provide a movable point-rail C, and for a purpose hereinafter explained the end of the rail
30 v should be deflected outward, as shown at x .

F is a switch-operating appliance of any suitable form and construction, the switch-rod r of which is connected in a usual or suitable
35 manner with the split switch G to throw both point-rails p simultaneously by operating the appliance F. Beyond the main line A, at the side thereof opposite that at which the appliance F is situated, is a T-shaped or double
40 bell-crank lever D, linked from its arm s to the split switch G, (as to the connecting-rod r , if, as shown, the latter be used to connect the rails p .) From the ends of its arms s' the lever D is connected by means of wires w
45 with the corresponding arms s^3 of a lever D', like the lever D, and having its stem-arm s^2 connected by a rod r' with the point-rail C. In the connecting medium w between the levers D and D', which may be wires, cables,
50 or rods, I provide turnbuckle devices q for

maintaining taut the connection. As represented in the drawing, the split switch G is set for the main line A, having been thrown to that position by manipulating the appliance (switch-stand) F to bring against the
55 transfer-rail t' the adjacent point-rail p . By thus throwing the switch G the connection between it and the point-rail C will also have thrown the latter to the illustrated position of opening the side track B. If then a car or
60 train on the side track were to move to the bent end x of the rail v , it would be prevented from reaching the transfer-rails $t t'$, and thence the main line by derailment, and the advantage afforded by the deflected end x of the sid-
65 ing-rail v is that the point-rail C, which is firmly stopped by chairs, braces or other stops o at the end of its throw, guides the car or train past the connecting-rod r' , and produces the derailment beyond it, whereby it will not be
70 broken or damaged by the occurrence.

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

1. In a derailing-switch, the combination, with the main line A, side track B, and transfer-rails $t t'$, of a split switch G between the
75 rails of the main line, a deflected extension x at the end of the siding-rail v , a movable point-rail C, extending from the rail t' to the extension x and connected with the switch G,
80 to be operated by throwing the latter, and a switch-operating appliance connected with the said split switch, substantially as and for the purpose set forth.

2. In a derailing-switch, the combination, with the main line A, side track B, and transfer-rails $t t'$, of a split switch G between the
85 rails of the main line, a deflected extension x at the end of the siding-rail v , a movable point-rail C, extending from the rail t' to the
90 extension x and connected with the switch G to be operated by throwing the latter, a rigid stop o at the end of the inner throw of the point-rail C, and a switch-operating appliance connected with the said split switch, substan-
95 tially as and for the purpose set forth.

3. A derailing-switch comprising, in combination with the main line A, side track B, and transfer-rails $t t'$, a split switch G between
100 the rails of the main line, a deflected extension

sion x at the end of the siding-rail v , a movable point-rail C , extending from the rail t' to the extension x , a switch-stand F , connected with the split switch, a bell-crank lever D ,
5 connected with the said split switch, a bell-crank lever D' , connected by a rod r' with the point-rail C , and wires w , provided with turnbuckles q and connecting the two bell-

cranks at their arms $s^2 s^3$, the whole being constructed and arranged to operate substantially as described.

AXEL A. STROM.

In presence of—

A. P. COBB,

J. N. HANSON.