

No. 641,083.

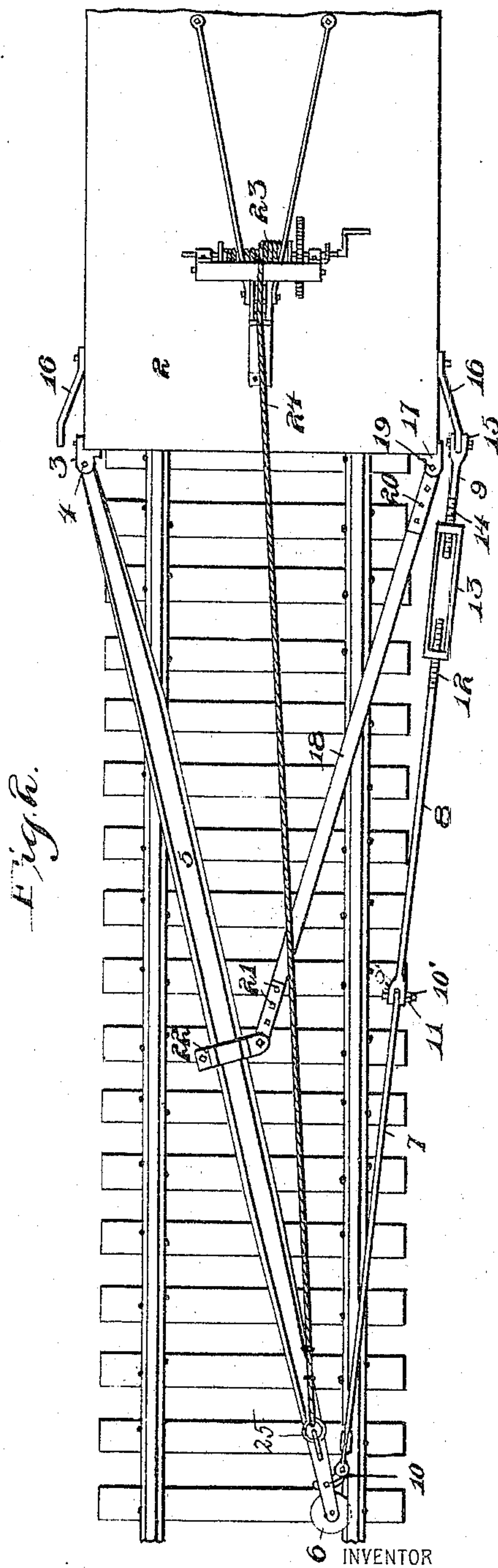
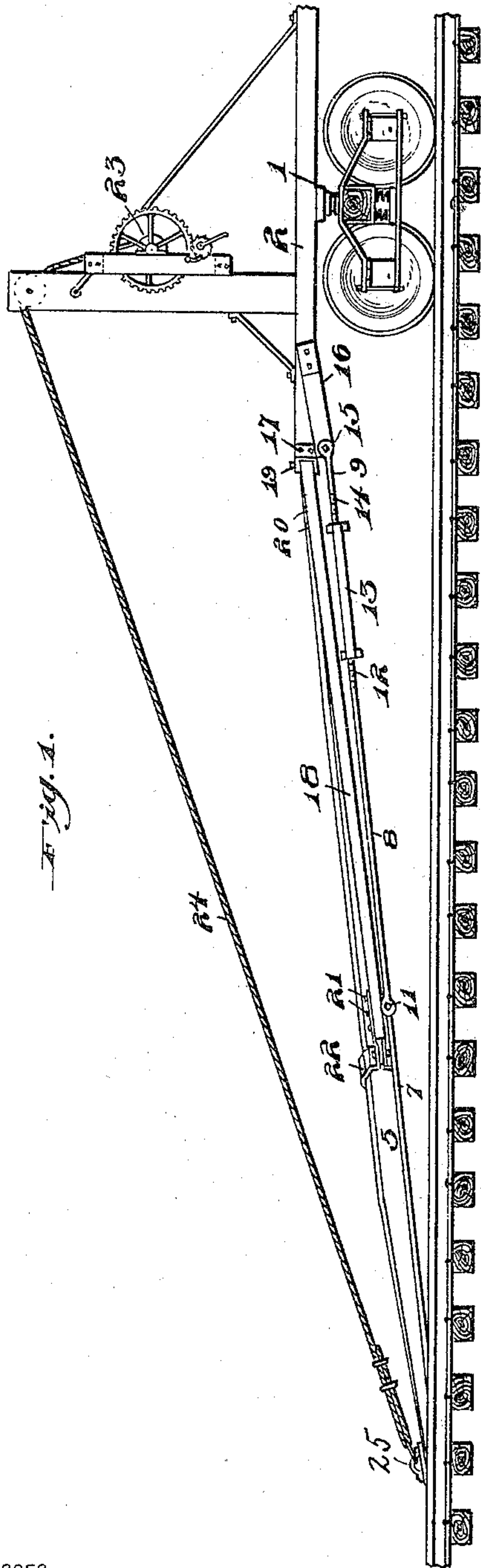
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D. C. CREESE.

DEVICE FOR THROWING RAILWAY TRACKS BY USE OF ENGINES AND CRABS.

(Application filed Oct. 20, 1899.)

(No Model.)



WITNESSES :

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DEVICE FOR THROWING RAILWAY-TRACKS BY USE OF ENGINES AND CRABS.

SPECIFICATION forming part of Letters Patent No. 641,083, dated January 9, 1900.

Application filed October 20, 1899. Serial No. 734,220. (No model.)

To all whom it may concern:

Be it known that I, DAVID C. CREESE, a citizen of the United States of America, residing at New Brighton, in the county of Beaver and State of Pennsylvania, have invented certain new and useful Improvements in Devices for Throwing Railway-Tracks by Use of Engines and Crabs, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in devices for throwing railway-tracks by the use of an engine and crab, the object of the invention being to apply a device of this character to a car and engine that will throw the track over to one side or the other, as the case may be; furthermore, to provide means whereby this may be accomplished as the car passes along upon the tracks and move the tracks a predetermined distance to one side.

The invention has for its further object to construct a device of this class that is extremely simple in its construction, strong, durable, comparatively inexpensive to manufacture, and one that may be easily manipulated.

The invention further aims to provide means whereby the mechanism may be raised and suspended in a horizontal position when disengaged from the track.

With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts, to be hereinafter more fully described, and specifically pointed out in the claims.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate corresponding parts throughout both views, in which—

Figure 1 is a side elevation of a rear truck of a car equipped with my improvements. Fig. 2 is a top plan view of the same.

Referring to the drawings by reference-numerals, 1 indicates a suitable truck, and 2 a support mounted thereon, to which is attached a bracket 3, preferably at one corner thereof, this bracket 3 having pivotally secured thereto, as at 4, the beam 5, known as a "bull-pole,"

and which carries upon its free end the throwing-wheel 6. Connected to the beam 5 in close proximity to the throwing-wheel 6 is the brace or strut rod formed of the sections 7, 8, and 9. The point of connection between the beam and the brace or strut rod is shown at 10. The section 8 has one end bifurcated, as at 9', and is connected to one end of the section 7 by means of the bolt 10', which is secured in position by the nuts 11. The opposite end of the section 8 is screw-threaded, as at 12, and has mounted thereon the turnbuckle 13, which is also mounted upon the screw-threaded end 14 of the section 9, for connecting the sections 8 and 9 together as well as to allow of the adjusting of the same and the section 7. The opposite end of the section 9 is bifurcated, as at 15, and is pivotally connected to the bracket 16, rigidly secured to the side of the support.

17 indicates a bracket which is connected to the body portion of the support opposite the bracket 3 and which has suitably secured thereto, as at 19, the one end of the adjustable brace-rod 18, while the opposite end of this brace-rod 18 is connected to the beam 5 by means of the split collar 22. To allow of the adjusting of the brace-rod 18, each end thereof is provided with a series of openings 20 and 21.

Upon the platform of the car is suitably arranged a windlass 23, which is of the ordinary and well-known construction, the operating-rope being indicated by the reference-numeral 24, and is adapted to be secured in a ring 25, fastened upon the brace 5 near the end thereof.

The operation of my improved track-moving device is as follows: A portion of the track is first moved over the desired distance and the beam and brace-rods are then adjusted to the proper angle, thereby forcing the wheel 6 outwardly against the web of the rail. As the car or support is then moved forward it will be readily apparent that the sections of the track will also be moved to the side corresponding with the section that has been previously moved before the operation takes place. The engine is then moved to a point slightly beyond where it is desired to move the track. The brace-rods and beam are then

loosened and the wheel disengaged from the web of the rail, the windlass operated, and the apparatus raised to a horizontal position which will permit the device to be conveniently carried by the car or support or engine to which it is attached.

It will be evident that owing to the arrangement of the brackets 3, 16, and 17 the beam 5, brace or strut rod, and brace-rod 18 can be secured in an operative position from either side of the support, so that the throwing-wheel of the beam will engage the desired rail of a track for throwing the same in the proper direction, and it will also be evident that by forming the strut-rod in sections, two of which are connected together by a turn-buckle, and by arranging the brace-rod 18 with the two series of openings both the strut-rod and brace-rod can be adjusted to properly position the beam and throwing-wheel in relation to the rail.

The many advantages afforded by the use of my improved device will be readily apparent from the foregoing description, and a further explanation as to the details of construction and operation is deemed unnecessary.

It will be noted that various details of construction enter this invention, but I have only shown the preferred form of device that I have placed in practical use, as various changes may be made in the details of construction without departing from the general spirit of my invention.

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

1. In a track-throwing device, the combination of a movable support, a beam pivotally connected thereto, means carried by said beam to engage a rail of the track to move the same as the support is moved forward, and means for elevating said beam.

2. In a track-throwing device, the combination with a moving support, of a throwing device pivotally connected thereto, a wheel carried by the free end of said throwing device adapted to engage a rail of the track and move the latter as the support is moved forward, and means carried by the moving support for elevating and supporting the track-throwing device when in the inoperative position.

3. In a device of the character described, the combination with a car or engine, of a beam secured thereto carrying a wheel, a brace-rod, and means for adjusting said brace-rod, substantially as described.

4. In a device of the character described, the combination of a beam carrying a wheel adapted to engage the web of the rail, and a brace-rod formed in sections, substantially as set forth.

5. In a device of the character described, the combination with a car or engine, of a beam secured thereto, a wheel arranged at the end of said brace-rod adapted to engage

the web of the rail, a brace secured to said beam, and a brace-rod formed in sections, substantially as set forth.

6. In a device of the character described, the combination with a car or engine, of a beam secured thereto extending at an angle therefrom carrying a wheel at its end adapted to engage the web of the rail, a brace or strut rod secured to the side of the car, and a brace-rod, and means for adjusting said brace and brace-rods, substantially as set forth.

7. The combination with the car or support, of the beam pivotally supported from said car or support and adapted to engage a rail of the track at an angle thereto, means connected to said beam and to the car or support for retaining the beam at the angle to which it has been set, and means carried by the car or support for elevating the beam and supporting the same when in the inoperative position.

8. The combination with the car or support and the track, of the beam supported from the car at an angle to the track and car or support, means carried by said beam for engagement with the track, and means for holding said beam at the angle to which it has been set as the car or support moves forward.

9. The combination with the movable support, of the beam connected to said support at an angle thereto, the wheel mounted in the free end of said beam and adapted to engage with the track, the brace 18 connected to the beam and movable support, the adjustable brace-rod connected to the movable support and to the beam near its free end, and the windlass carried by the movable support with its operating rope or cable connected to the beam for elevating and supporting the same.

10. In a track-throwing device, a suitable support, a beam connected to the said support, and means carried thereby and adapted to engage a rail of a track for throwing the same when said support is moved.

11. In a track-throwing device, a suitable support, a beam connected thereto, means carried by said beam and adapted to engage a rail of a track for throwing the same when the said support is moved, and means connected to said support and said beam for adjusting the same.

12. In a track-throwing device, a suitable support, means carried thereby and adapted to engage a rail of a track for throwing the same, adjusting means therefor, and means for elevating and lowering said throwing means to an operative and inoperative position.

13. In a track-throwing device, a suitable support, a beam connected thereto, means carried thereby and adapted to engage a rail of a track for moving the same laterally, adjusting means for the said beam, and means carried by the said support for elevating and lowering said beam.

14. In a track-throwing device, a suitable

support, a beam connected thereto, means carried thereby and adapted to engage a rail of a track for throwing the same, a brace or strut rod connected to said beam and said support, means for adjusting said rod, and an adjustable brace-rod 18 connected to said beam and said support, substantially as set forth.

15. In a track-throwing device, the combination with a beam carrying means to engage a rail of a track, of a support suitably connected thereto, a brace or strut rod formed in sections and connecting said beam to said support, and means for adjusting said brace or strut rod.

16. In a track-throwing device, the combination with a movable support, of a beam connected thereto and provided with means to engage a rail of a track for moving the same laterally when the said support is moved.

17. In a track-throwing device, the combination with a suitable support, of a beam connected thereto and extending therefrom at an angle, a throwing-wheel connected to the free end of said beam and adapted to engage the web of a rail of a track for moving the same laterally, a brace or strut rod arranged at an angle and adapted to connect said support and beam together, and means for adjusting said brace or strut rod.

18. In a track-throwing device, the combination with a suitable support, of a beam connected thereto and extending therefrom at an angle, a throwing-wheel connected to the free end of said beam and adapted to engage the web of a rail of a track for moving the same laterally, a brace or strut rod arranged at an angle and adapted to connect said support and beam together, means for adjusting said brace or strut rod, and an adjustable brace-rod 18 arranged at an angle and adapted to connect said beam and said support together.

19. In a track-throwing device, the combination with a suitable support, of a beam con-

nected thereto and extending therefrom at an angle, a throwing-wheel connected to the free end of said beam and adapted to engage the web of a rail of a track for moving the same laterally, a brace or strut rod arranged at an angle and adapted to connect said support and beam together, means for adjusting said brace or strut rod, a split collar secured to said beam, and an adjustable brace-rod 18 arranged at an angle and secured at one end to said collar and at its opposite end to said support.

20. In a track-throwing device, the combination with a suitable support, of a beam connected thereto and extending therefrom at an angle, a throwing-wheel connected to the free end of said beam and adapted to engage the web of a rail of a track for moving the same laterally, a brace or strut rod arranged at an angle and adapted to connect said support and beam together, means for adjusting said brace or strut rod, a split collar secured to said beam, an adjustable brace-rod 18 arranged at an angle and secured at one end to said collar and at its opposite end to said support, and means carried by said support for elevating and lowering said beam.

21. In a track-throwing device, a suitable support, a beam connected thereto, means carried thereby and adapted to engage a rail of a track for throwing the same, a brace or strut rod connected to said beam and said support, means for adjusting said rod, an adjustable brace-rod 18 connected to said beam and said support, and means for elevating and lowering said beam.

In testimony whereof I affix my signature in the presence of two witnesses.

DAVID C. CREESE.

Witnesses:

JOHN NOLAND,
H. H. PATTERSON.