

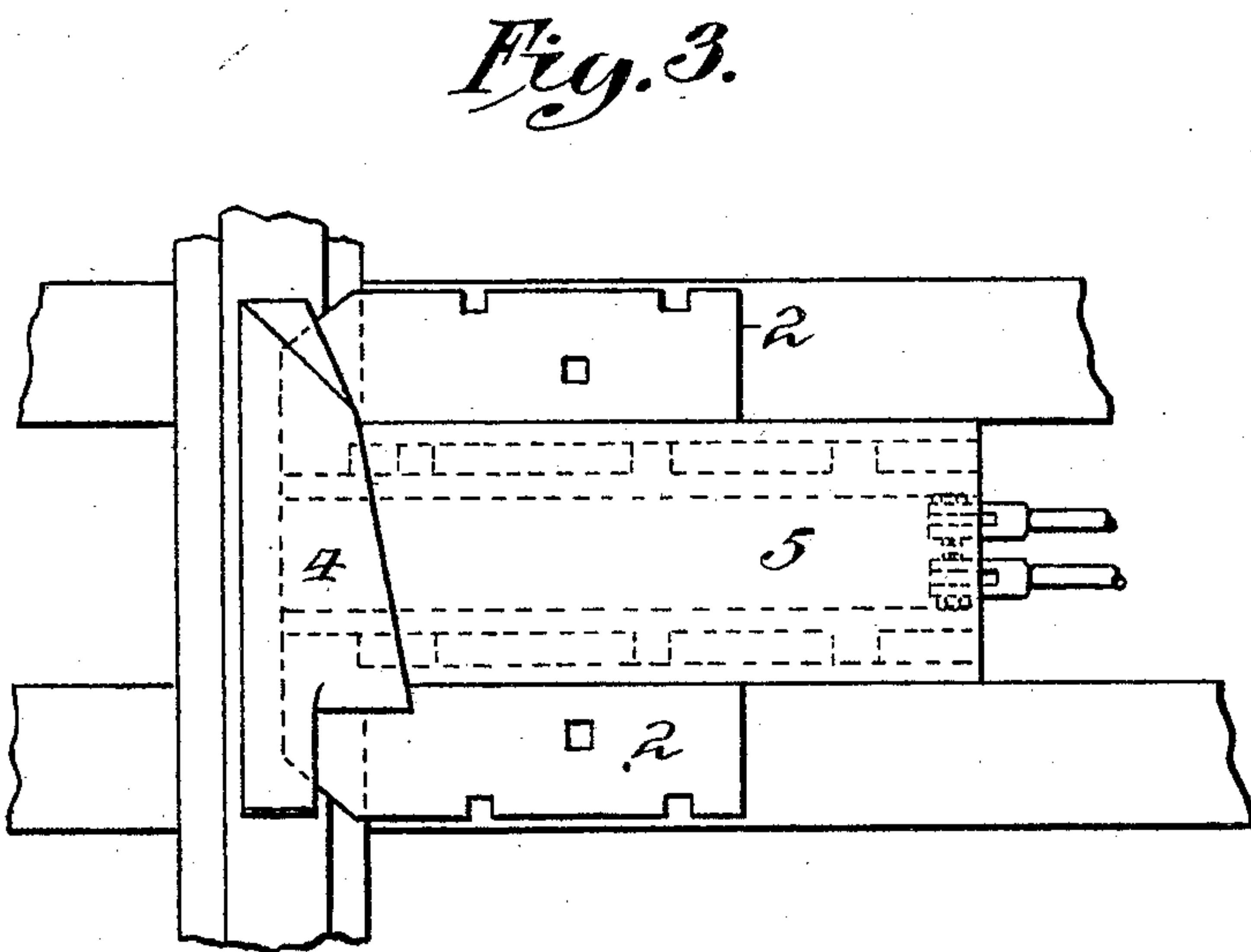
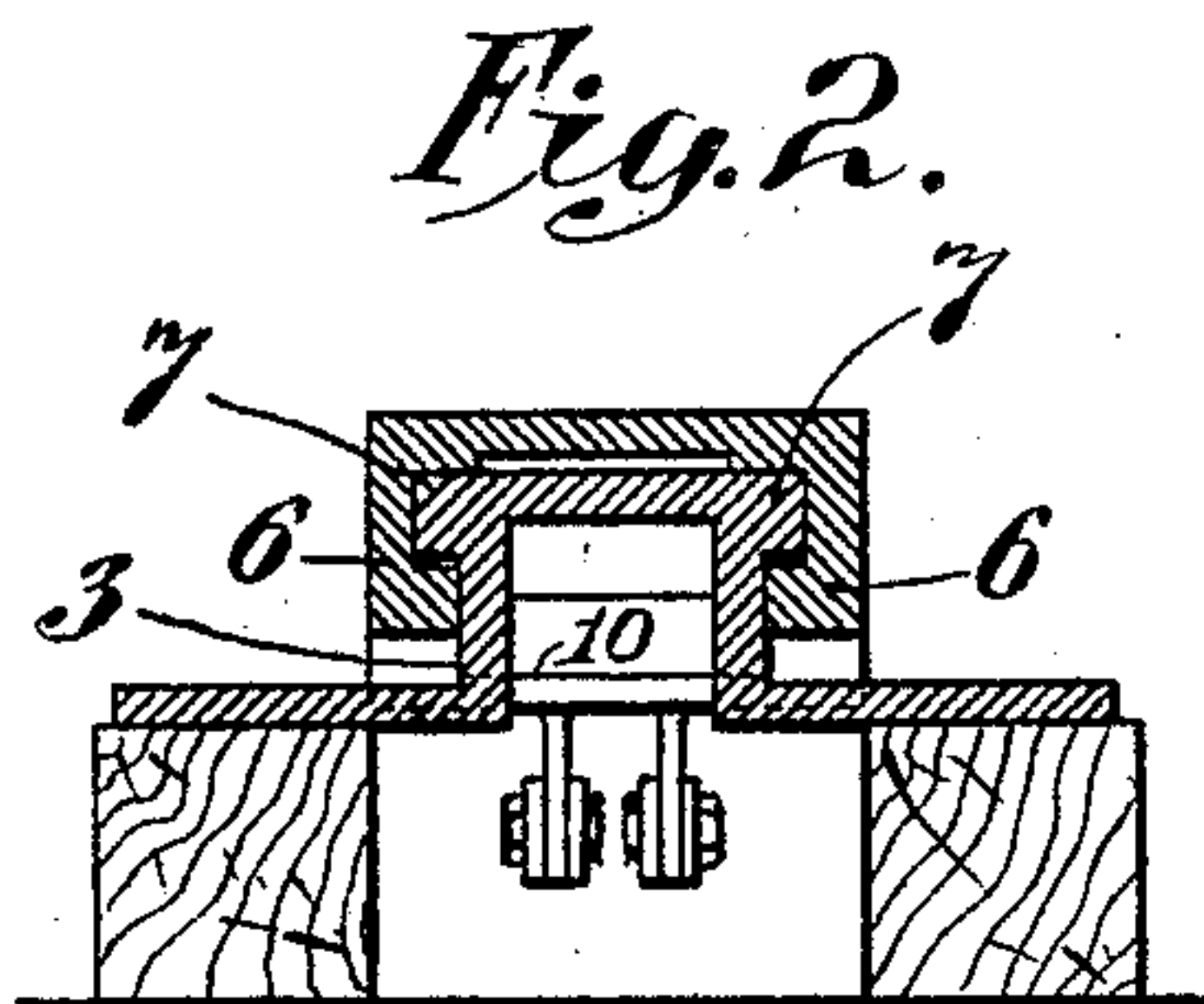
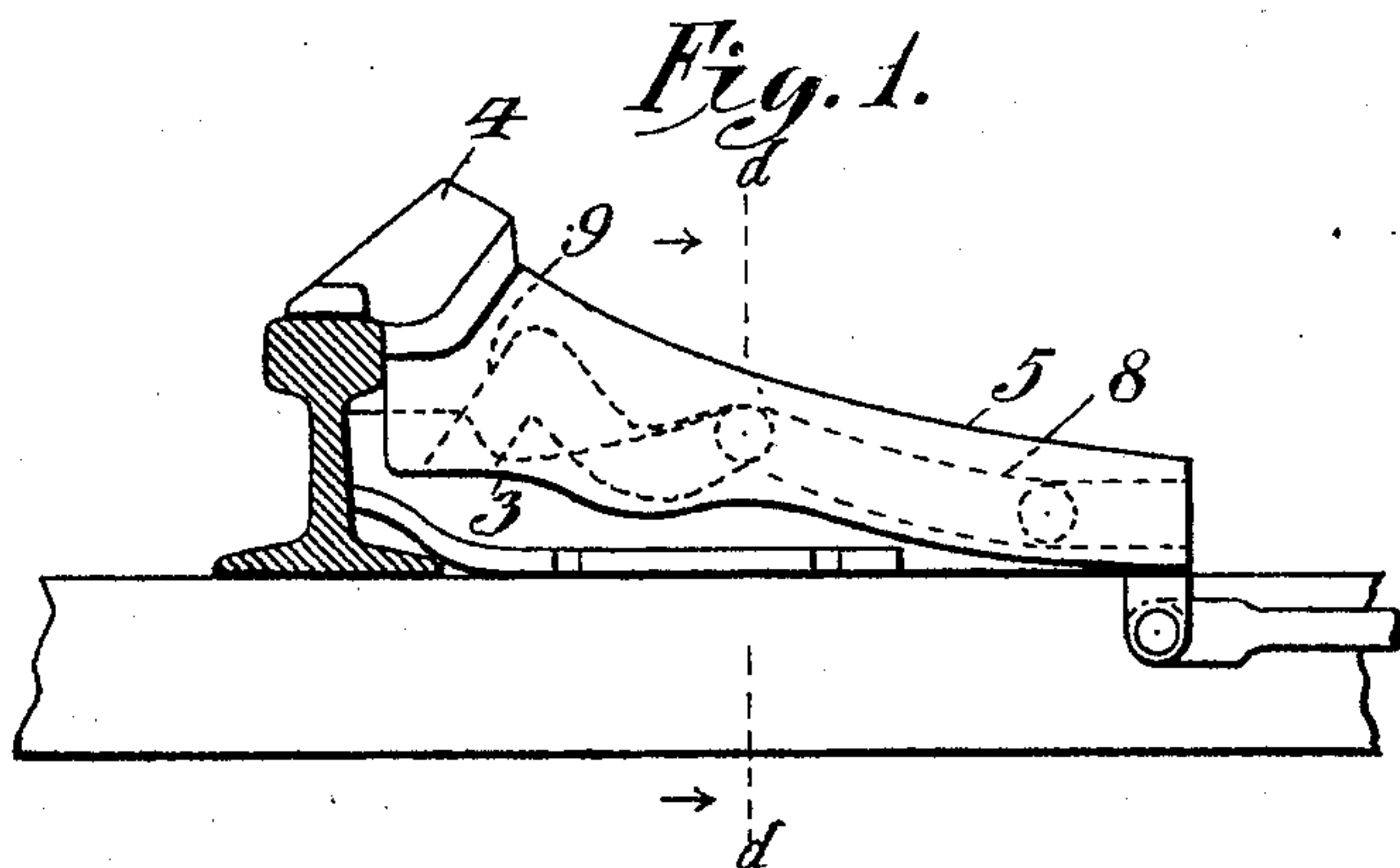
No. 795,798.

PATENTED JULY 25, 1905.

S. W. HAYES.

DERAILER.

APPLICATION FILED DEC. 7, 1904.



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UNITED STATES PATENT OFFICE.

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DERAILER.

No. 795,798.

Specification of Letters Patent.

Patented July 25, 1905.

Original application filed February 13, 1904, Serial No. 193,400. Divided and this application filed December 7, 1904. Serial No. 235,808.

To all whom it may concern:

Be it known that I, STANLEY W. HAYES, a citizen of the United States, residing in the city of Geneva, county of Ontario, and State of New York, have invented certain new and useful Improvements in Derailers, of which the following is a full and true specification.

This invention relates to derailleurs, and involves various features of advantage and importance in the construction, relative arrangement, and operation of the several parts, as will be hereinbelow fully described, and more particularly pointed out in the appended claims.

In the accompanying sheet of drawings, forming a part hereof, Figure 1 is a side elevation of one form of a derailer embodying my invention. Fig. 2 is a transverse sectional view on line *d d* of Fig. 1, and Fig. 3 is a top plan of Fig. 1.

The standard is formed to be secured to the road-bed in close proximity to the rail and is preferably composed of side flanges 2 and a central upright support 3. The latter may be formed hollow, if desired, and preferably is of such longitudinal dimension that it will abut against the base or web of the rail when the standard is properly placed, and thus serve as a gaging means in the installing of the apparatus; but this feature, however, is not a part of this present invention, being fully described in a certain copending application filed by me February 13, 1904, and serially numbered 193,400, of which this case is a division. The wheel-derailing member comprises a derail-block 4, of well-known formation, having an extension or arm 5 extending therefrom, and the arm is recessed on its under side to form vertical depending side flanges 6, which embrace and partially inclose the upright support 3.

The wheel-derailing member is movable on the support 3 from a position at one side of the rail to a position upon it, and the present invention contemplates a variety of means by which movement in this manner may be effected; but in each case, however, it is intended that the engaging surfaces of the two members be disposed within the protection afforded by the covering derail-block arm. As shown herein, the derailing member has sliding pin-and-groove engagement with the support 3, the pins 7 being formed on the sides of the support and the grooves 8 on the inner

sides of the depending flanges, and the grooves, moreover, are curved about as shown in the drawings, so that the said member will have a vertical component in movement toward and from the rail—that is to say, so that it will move upwardly and toward and then down upon the rail, and vice versa, in the manner fully described in the application above referred to. In its forward movement the flange of the arm abuts against the side of the rail-head.

The grooves at their forward ends are provided with extensions or passages 9, leading to the edges of the flanges, whereby the pins may be conveniently brought into the said groove 8 in assembling the two parts. At the rearward end of the derail-block arm a cross-bar 10 is provided, which is preferably integral with the said arm, and a pair of operating-lugs are formed on this bar, whereby the movable member may be connected for operation.

While I have shown but a single form of derailer embodying this invention, yet it is to be understood that various and considerable modifications are intended to be included within the scope of the following claims.

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

1. In a derailer, a standard comprising a support for a wheel-derailing member, in combination with said wheel-derailing member embracing said support and mounted thereon for movement toward and from the rail.

2. In a derailer, a standard comprising a support for a wheel-derailing member, in combination with said member formed to embrace said support on three sides thereof and having sliding engagement with said support.

3. In a derailer, a standard comprising a support for a wheel-derailing member, in combination with said member, a vertically-depending flange formed thereon and a pin-and-groove connection between said flange and support.

4. In a derailer, a standard comprising a support for a wheel-derailing member, in combination with said member, slidably mounted on said support for movement toward the rail, a depending flange formed on said member, and a pin and curved groove connection between said flange and support.

5. In a derailer, a supporting-standard, a

derail-block, an arm on said derail-block recessed to form a cover for said standard and having engagement with said standard on a portion of the same covered by said arm.

6. In a derailer, a supporting-standard, and a relatively movable wheel-derailing member covering and partially inclosing the same, pins on one of said movable parts and grooves engaged thereby on the other, said grooves being formed with extensions to the edge of the part, whereby the pins may be introduced into said grooves in the assemblage of the derailer.

7. In a derailer, a supporting-standard and a relatively movable wheel-derailing member covering and partially inclosing the same, in

combination with an operating-lug on the under side of said member.

8. In a derailer, a supporting-standard disposed transversely to the rail and in substantial contact therewith, in combination with a derail-block arm provided with depending flanges embracing said standard and movable thereon into contact with the rail.

In testimony whereof I have signed my name to the specification in the presence of two subscribing witnesses.

STANLEY W. HAYES.

Witnesses:

H. G. KIMBALL,

JOHN J. McELHINNY.