No. 810,868. PATENTED JAN. 23, 1906.

C. M. HURST.

SWITCH AND SIGNAL TRACK TRIP.

APPLICATION FILED JULY 8, 1905.

Fig. 1

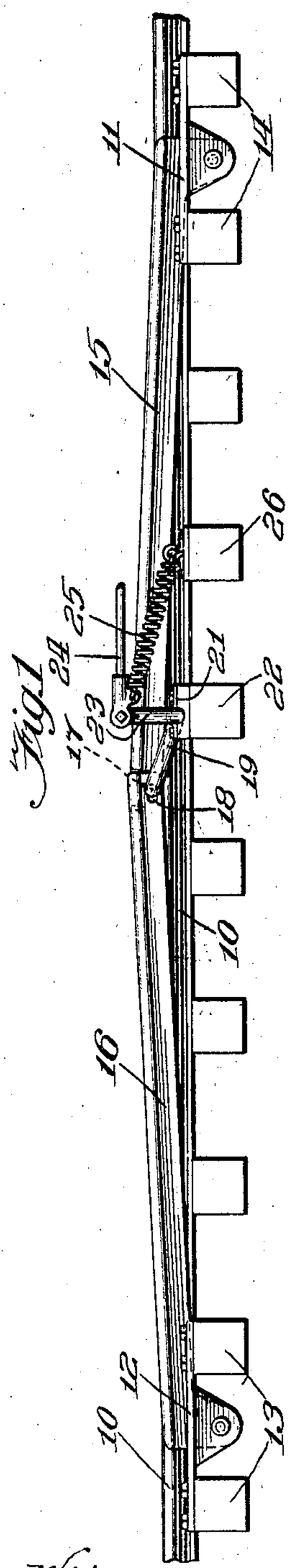

Fig. 2

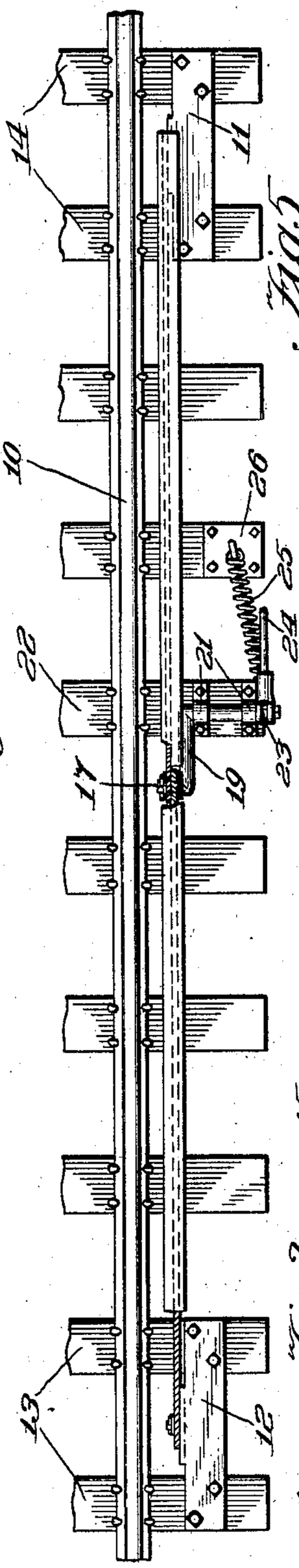

Fig. 5

Fig. 6

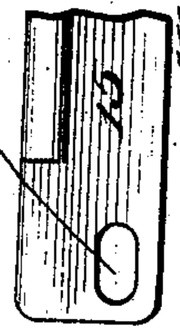

Fig. 4

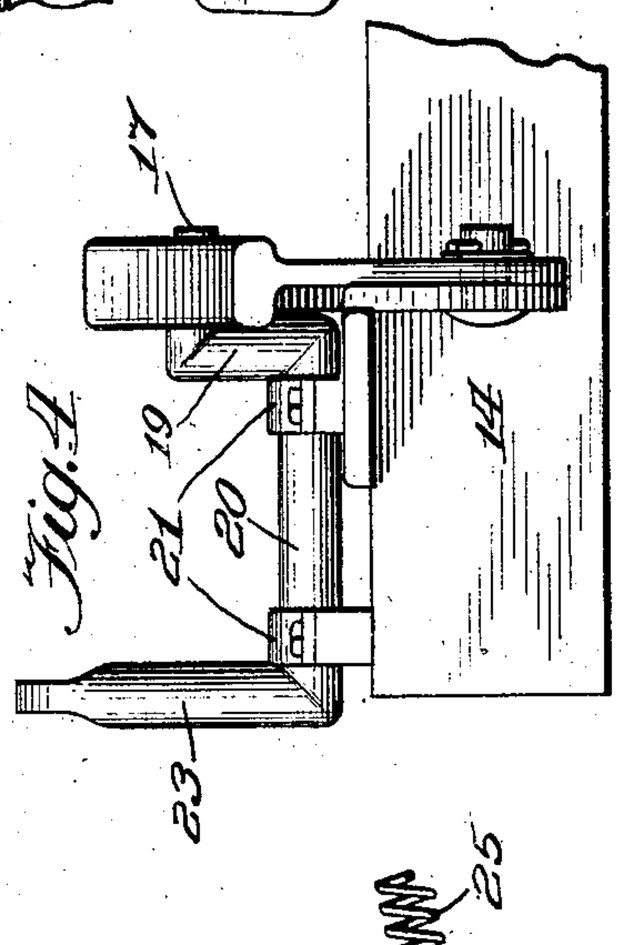

Fig. 3

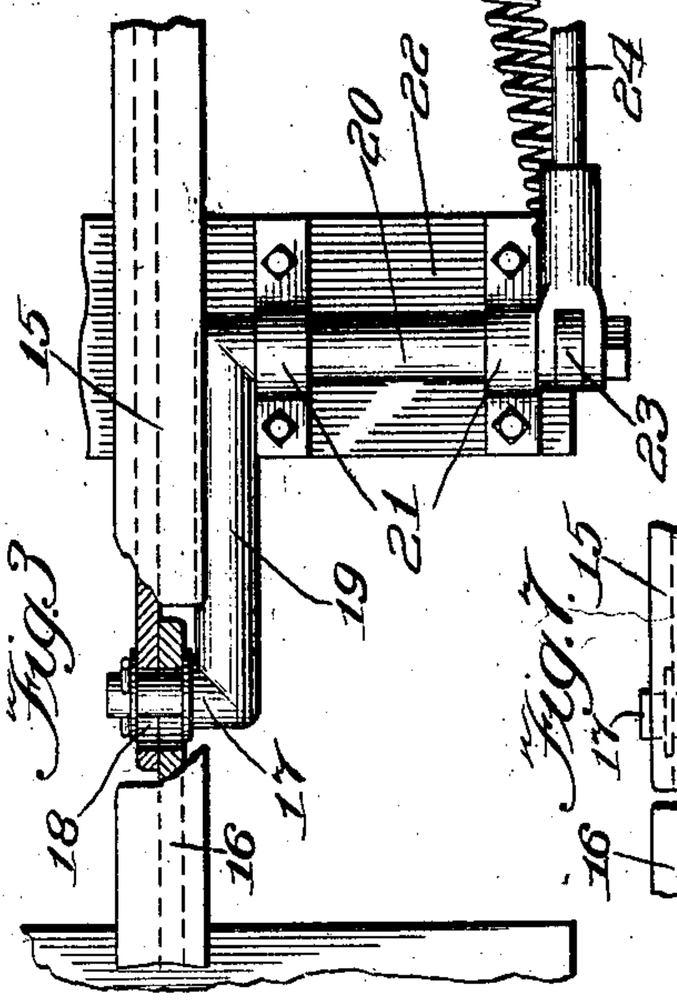

Fig. 7

Witnesses:

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Charles B. Gillson.

Inventor:

Charles M. Hurst.

by Louis F. Gibson

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UNITED STATES PATENT OFFICE.

CHARLES M. HURST, OF RAWLINS, WYOMING.

SWITCH AND SIGNAL TRACK TRIP.

No. 810,868. Specification of Letters Patent. Patented Jan. 23, 1906.

Application filed July 8, 1905. Serial No. 268,808.

To all whom it may concern:

Be it known that I, CHARLES M. HURST, a citizen of the United States, and a resident of Rawlins, county of Carbon, and State of Wyoming, have invented certain new and useful Improvements in Switch and Signal Track Trips, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to trip mechanism of the so-called "apron" type, adapted to be engaged by an appurtenance of a railroad-train for actuating a switch or signal, the object of the invention being to simplify the construction of devices of this character while insuring positive action.

The invention consists in the device hereinafter described, and which is illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of the improved trip, a portion of a railway-track being shown. Fig. 2 is a plan view of the same, some of the parts of the trip being broken away. Figs. 3, 4, 5, 6, and 7 are enlarged details of the trip.

The device is intended to be located adjacent one of the rails, as 10, of a railway-track and is carried by a pair of plates 11 12, secured to the track-ties, as 13 14.

The trip comprises a pair of levers 15 16, each being pivotally attached to one of the plates 11 12, their free ends meeting and being pivotally united, so that they will swing together. As shown, the levers 15 and 16 are in the form of T-bars, the cross-flange being uppermost and serving as a trip to receive the shoe or appurtenance (not shown) of a passing train, which will ride up on the lever with which it comes in contact and depress it and with it necessarily its companion.

Preferably the meeting ends of the levers 15 16 are rabbeted, as shown in Fig. 7, a section of the top flange of each being cut away to permit of the overlapping of their web portions. The pivot 17, uniting the two levers, passes through an oblong slot in one or both of them, as shown at 18, in order that their oscillating movements about their different centers may be permitted.

The pivot 17 constitutes the wrist-pin of a crank-arm 19 of a rock-shaft 20, pivoted in suitable boxes 21, carried by one of the railway-ties, as 22, the shaft 20 being also provided with a crank-arm 23, to which is attached a rod or cable 24, leading to the switch or signal mechanism to be actuated, and which, being of any desired form, need not be illustrated.

A suitable spring is provided for normally holding the levers 15 16 in an inclined position, as shown in Fig. 1. This spring may be applied in any desired manner. As shown, this spring 25 is helical in form and leads from the crank-arm 23 to the adjacent rail-tie, as 26.

A train approaching the trip from either direction will ride up one of its inclines and depress both levers, rocking the shaft and thus operating the switch or signal mechanism. As the pressure upon the trip is relieved the spring 25 will again restore it to its inclined position in readiness for engagement by the next passing train.

I claim as my invention—

1. In a device of the character described, in combination, a pair of levers pivoted to fixed supports and having their free ends in engagement, a shaft having a pair of crank-arms the wrist-pin of one thereof pivotally uniting the two levers, and a rod or cable leading from one of the crank-arms of said shaft.

2. In a device of the character described, in combination, a pair of levers pivoted to fixed supports and having their free ends in engagement, a crank-shaft, the wrist-pin of which pivotally unites the levers, and a rod or cable leading from a crank-arm of the shaft.

CHARLES M. HURST.

Witnesses:

HARVEY V. MILLER,

J. A. STROWBRIDGE, Jr.