

No. 825,682.

PATENTED JULY 10, 1906.

C. B. RYAN.
REMOVABLE CROSSOVER.
APPLICATION FILED APR. 2, 1906.

2 SHEETS—SHEET 1.

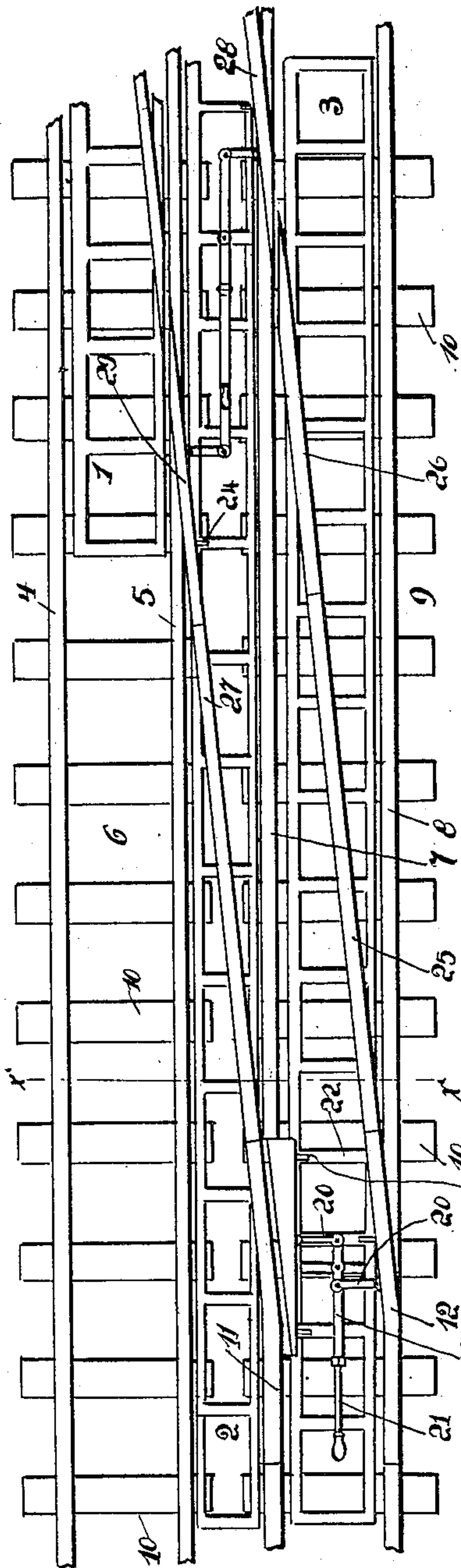


Fig. 1

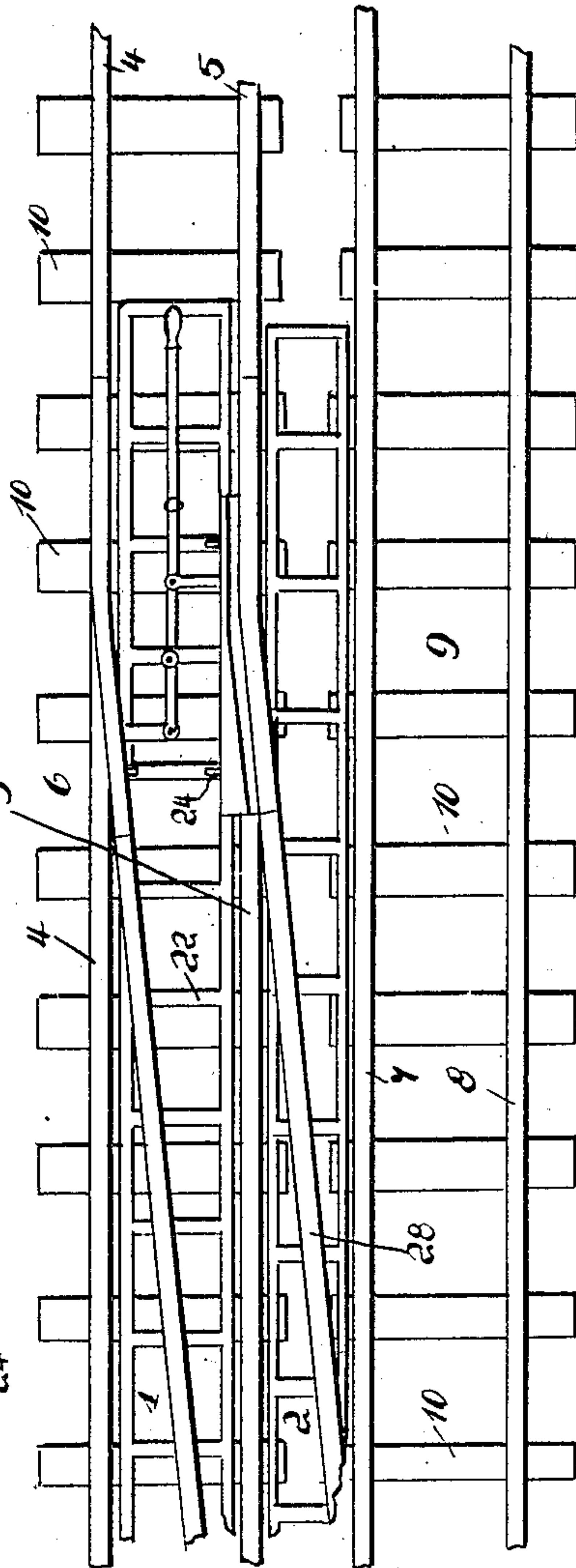
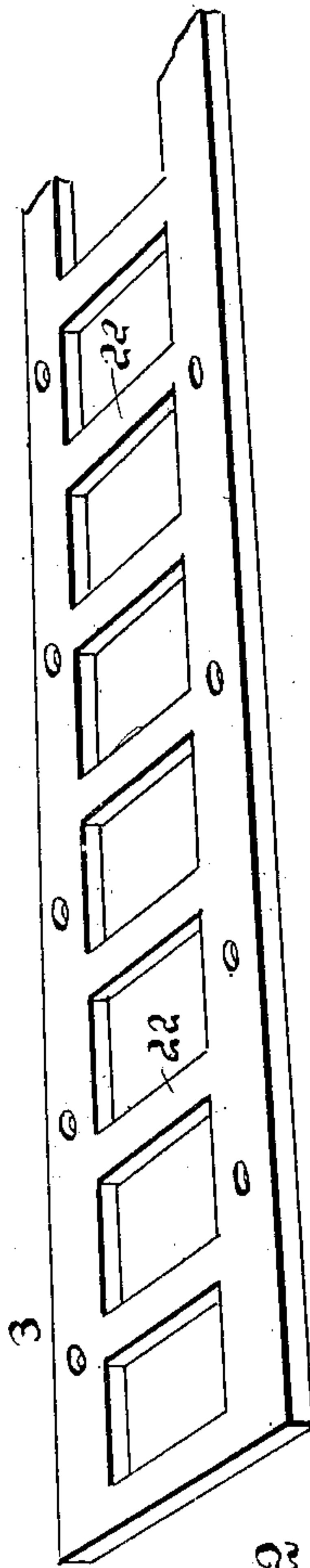


Fig. 2



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Inventor:
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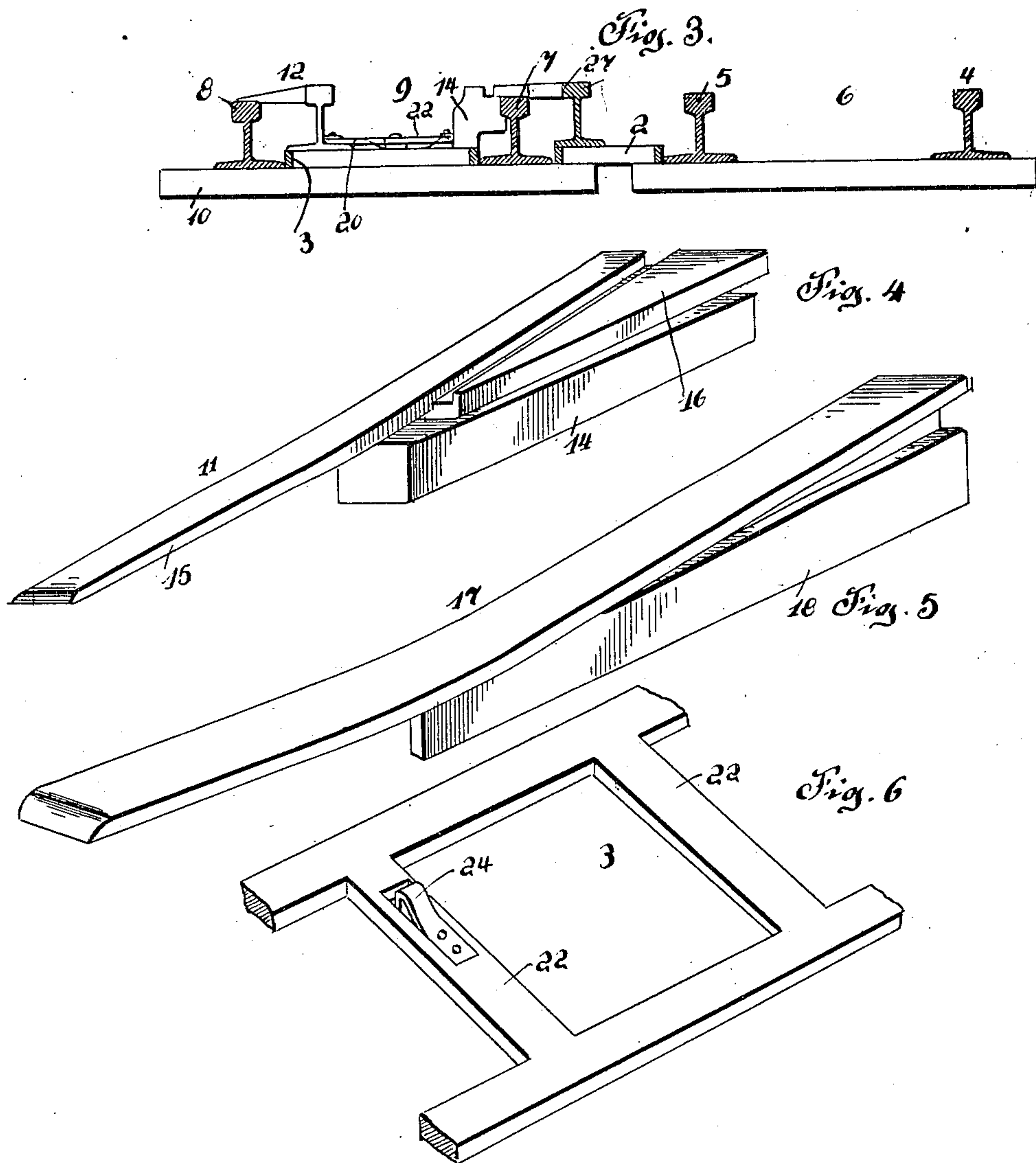
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UNITED STATES PATENT OFFICE.

CLARENCE B. RYAN, OF PITTSBURG, PENNSYLVANIA.

REMOVABLE CROSSOVER.

No. 825,682.

Specification of Letters Patent.

Patented July 10, 1906.

Application filed April 2, 1906. Serial No. 309,343.

To all whom it may concern:

Be it known that I, CLARENCE B. RYAN, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Removable Crossovers, 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 removable crossovers; and the invention relates more particularly to a portable section of track adapted to be temporarily laid for transferring a train of cars from one track to another.

The invention aims to provide a portable sectional crossover for railroads adapted to be used in case of a wreck, land-slide, or any interruption that might occur upon a railroad-track, the crossover being used in connection with another track for transferring cars around the point of obstruction. To this end I have devised a sectional crossover adapted to be carried by wrecking-trains and laid to provide a temporary track over which cars may pass from track to another. The crossover is so constructed as to adapt it to be easily and quickly clamped into engagement with permanent tracks, thereby insuring a safe passage of cars from one track to another. The crossover is constructed to be used in connection with a two or more track system, and in order that the crossover may be used it is necessary that the track adjacent to the interrupted track be clear, and by installing my improved crossover upon the obstructed track at each side of the obstruction I am enabled to move cars around the obstructed point.

With the above and other objects in view, which will more readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts to be hereinafter more fully described and claimed, and referring to the drawings, accompanying this specification, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a plan of two parts of my improved crossover. Fig. 2 is a perspective view of one of the frames of the crossover. Fig. 3 is a cross-sectional view taken on the line *x x* of Fig. 1 looking in the direction of

the arrow of said figure. Fig. 4 is a detail perspective view of one of the portable track-sections of the crossover. Fig. 5 is a similar view of another of said track-sections. Fig. 6 is a fragmentary perspective view of one of the braces of the crossover.

To put my invention into practice, I employ three frames 1, 2, and 3, the frame 1 being adapted to fit between the rails 4 and 5 of a track 6, the frame 3 between the rails 7 and 8 of a track 9, and the frame 2 between the rails 5 and 7 of the tracks 6 and 9, the frames resting upon the cross-ties or sleepers 10 of said tracks.

The frame 3 at one end supports, in conjunction with the rails 7 and 8, portable track-sections 11 and 12, the section 11 resting upon the rail 7, while the section 12 rests upon the rail 8. The section 11 consists of a block 14, carrying an inclined curved plate 15 and a guard-rail 16. The section 12 consists of an inclined curved plate 17 and a base-plate 18. Upon the frame 3 between the portable sections 11 and 12 is pivotally mounted a lever 19, said lever being connected to the sections 11 and 12 by links 20 20. The lever 19 is provided with a hinged lever or handle 21, which normally lies upon the frame 3, but can be swung upwardly to permit of the lever 19 being easily adjusted or moved. The transverse braces 22 22 of the frame 3 are provided with spring-clips 24 24, said clips being adapted to engage the sections 11 and 12 and maintain them in their adjusted position.

By referring to Fig. 3 of the drawings the track-sections 11 and 12 are illustrated as being clamped to the rails 7 and 8. The inclined curved plate 15 is adapted to overlie the rail 7, while the block 14 engages under the head of the rail 7 and prevents vertical displacement of the portable track-sections. The inclined curved plate 17 of the section 12 is adapted to overlie the rail 8, while the base-plate of said section engages the web portion of the rail 8. When the lever 19 is in the position illustrated in Fig. 1 of the drawings, the block 14 and the base-plate 18 of the portable track-sections will be clamped and firmly held in engagement with their respective rails; but when the lever 19 is swung to one side the portable sections are disengaged from their respective rails to permit the frame 3 to be removed from the track 9. The frame 3, besides supporting the portable

track-sections 11 and 12, carries two sections of rails 25 and 26, which aline with one another, also with the section 12.

In describing the frame 3 I have set forth the structure as forming one of the elements of my improved crossover, and the frame 1, which is used in connection with the track 6, is identical with the frame 3, excepting that it is arranged reversely thereto. The frame 2 is also constructed somewhat similar to the frames 1 and 3, said frame carrying a section of rail 27 and cross-rails 28 and 29, said rails, together with the frames 1 and 3, forming a crossover-track from the track 9 to the track 6. The crossover - rails 28 and 29 are clamped to the rails 5 and 7 of the tracks 6 and 9, respectively, similar to the portable track-sections of the frames 1 and 3, and I have used like numerals of reference to designate these parts.

In practice the frame will be carried upon a suitable car to the scene of the wreck or the place where they are to be used and then lifted from the car and placed in position.

The crossover is constructed of strong and durable material, preferably steel, to adapt it to withstand the weight of the rolling-stock.

Such changes in the construction and operation of my improved crossover as are permissible by the appended claims may be resorted to without departing from the spirit and scope of the invention.

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

1. In a crossover, the combination with two parallel tracks, of a frame arranged between the rails of each track, a frame between said tracks, rails carried by said frames and adapted to extend over the innermost rails of said tracks, portable track-sections carried by said frames, said sections extending over the rails of each track, and means to clamp said sections to said tracks.

2. In a crossover, the combination with two parallel tracks, of a frame between the

rails of each track, a frame between said tracks, rails carried by the last-named frame, means to secure said rails to said tracks, portable track-sections carried by the other of said frames, and means to secure said sections to said tracks.

3. A crossover embodying a plurality of frames adapted to rest upon the ties of a railway-track, rails carried by said frames, and portable track-sections supported by said frames, said rails and said portable sections forming an angularly-disposed track relative to said frames.

4. A crossover embodying a plurality of frames, rails carried by said frames, and portable track-sections supported by said frames.

5. A crossover for transferring from one railway-track to another, comprising frames adapted to rest upon the cross-ties, rails supported by said frames, and portable track-sections each consisting of an inclined track portion, and means for securing and bracing the same to the rails of the permanent tracks.

6. A crossover for transferring from one railway-track to another comprising frames adapted to rest upon the cross-ties, rails supported by said frames, and portable track-sections each consisting of an inclined plate, a support below the plate, and a guard-rail.

7. A crossover for transferring from one railway-track to another, comprising frames adapted to rest upon the cross-ties between the rails, rails carried by said frames, a frame adapted to rest between the tracks, and portable track-sections each consisting of a plate inclined for a portion of its length, and means for securing said portable sections to the rails of the permanent track.

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

CLARENCE B. RYAN.

Witnesses:

C. VELOSTERMANN,
E. E. POTTER.