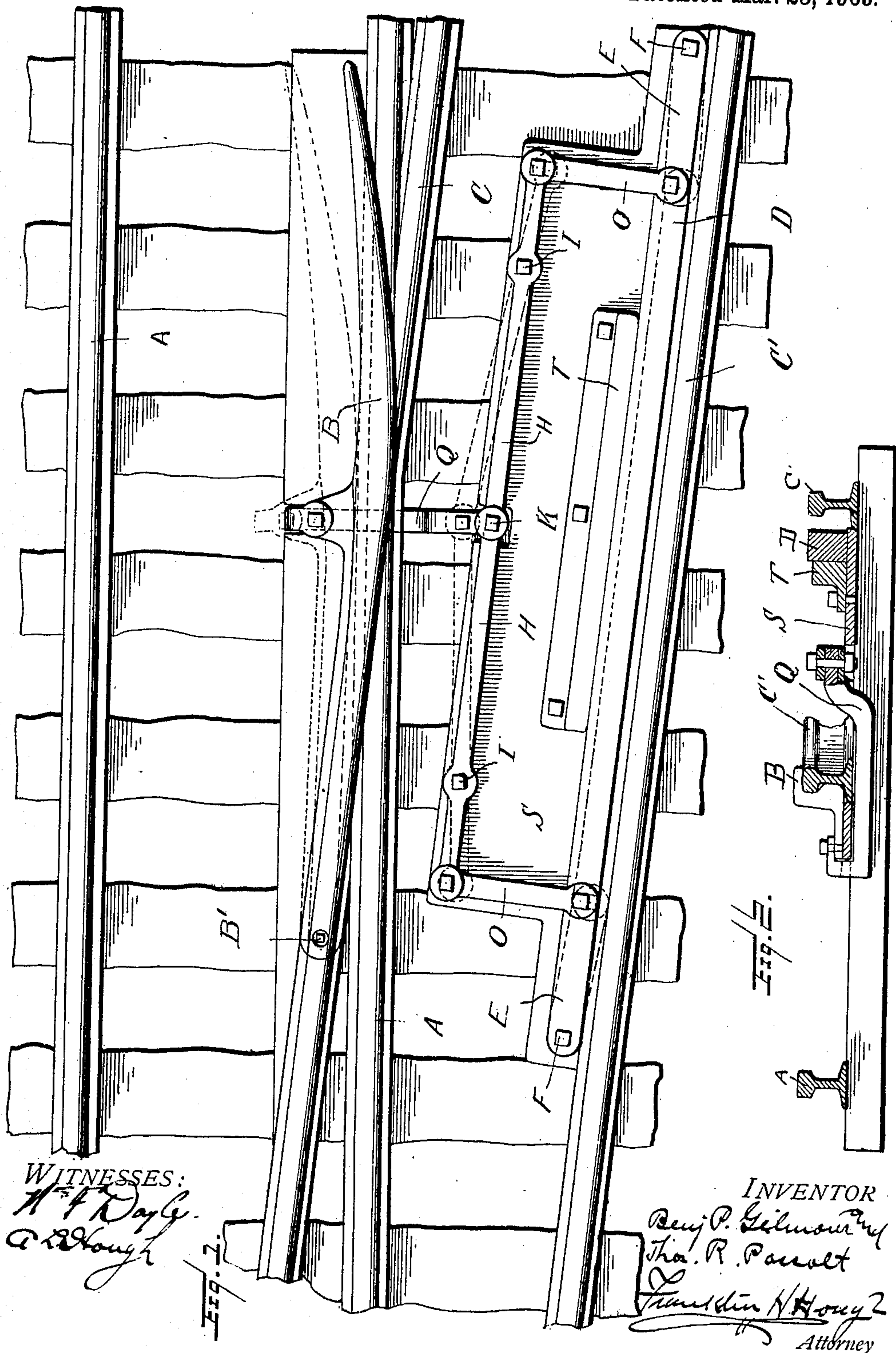


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RAILWAY FROG.

APPLICATION FILED NOV. 9, 1908.

916,299.

Patented Mar. 23, 1909.



WITNESSES:
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RAILWAY-FROG.

No. 916,299.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, BENJAMIN PARK GILMOUR and THOMAS R. POSSOLT, citizens of the United States, residing at West Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Railway-Frogs; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in switch apparatus for railway tracks and comprises various details of construction, combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claim.

Our invention is illustrated in the accompanying drawings in which—

Figure 1 is a top plan view of the apparatus, showing parts in dotted lines; and Fig. 2 is a cross sectional view through the apparatus.

Reference now being had to the details of drawings by letter, A—A designate the rails of the main track which, with our improved apparatus, it is not necessary to cut at the siding, but rather have an overlapping switch rail, designated by letter B, which is pivotally mounted upon a pin B' intermediate the rails of the main track. It will be noted that said pivotal rail B is convexed on the side adjacent to the nearest rail.

The side rails are designated in the drawing by letters C and C', and D is a guard bar which is pivotally connected to the links E, the outer end of each of said links being in turn pivotally connected to a stationary pin F. Levers H are pivotally mounted upon the pins I and the inner ends of the levers H are pivotally connected to a pin K and to the outer end of each lever H is pivotally connected a link O which in turn is pivotally connected to the pivot which connects the guard bar D with the link E. A hook-shaped bar Q is pivotally connected at one end to the pin K and its other end is fastened to the pivotal switch bar B.

In order to limit the horizontal movement

of the guard bar D toward the main track, a strip T is fastened intermediate said bar and the track, preferably upon the plate S, to which the pivot pins F—F are connected.

The operation of our apparatus is as follows:—Owing to the curvature of the pivotal switch bar, it will be noted that the flanges of cars passing upon the main track in either direction will cause the switch bar to be held from contact with the main track rails and allow the trains to pass in either direction freely without interference. When the wheels of a car cross the main track and the flanges of the wheels on the outside of the car thus crossing come intermediate the guard bar D and the outer track of the siding, the switch rail B will be drawn toward and against the adjacent main track rail and the upper portion of the switch rail overlapping the main rail and extending sufficiently above the upper surface thereof so that the flanges of the wheels crossing the main track will not interfere with the latter. The flanges of the wheels on the outside of the cars as they pass over the siding will securely hold the switch rail so that the other wheels of the cars will safely pass over the main tracks and come upon the rails C'. In the event of the cars coming from the opposite direction upon the siding and cross over the main tracks, the same operation is repeated.

It will be thus noted from the foregoing that a simple and efficient means is afforded whereby a car or cars may pass from the main tracks to a siding automatically, the flanges of the cars holding the switch rail so that the wheels will pass without interference from the main to the side track and vice versa when the car is moving in the other direction from the siding to the main rails.

What we claim to be new is:—

In combination with the main and side rails of a railway, a curved pivotal switch point pivoted to one of the rails leading to the siding and having a flange adapted to extend over the main and a portion of a siding rail, a bar pivotally connected to said switch point, pivotal levers mounted intermediate the rails of the siding and having pivotal connection with said bar, a guard bar positioned parallel and adjacent

to the outer rail of the siding, links pivotally
connecting said guard bar with said levers,
means for limiting the throw of said guard
bar in one direction, and links pivoted in
5 alinement with and at the end of the latter,
as set forth.

In testimony whereof we hereunto affix

our signatures in the presence of two wit-
nesses.

BENJAMIN PARK GILMOUR.
THOMAS R. POSSOLT.

Witnesses:

M. S. SHEILLS,
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