

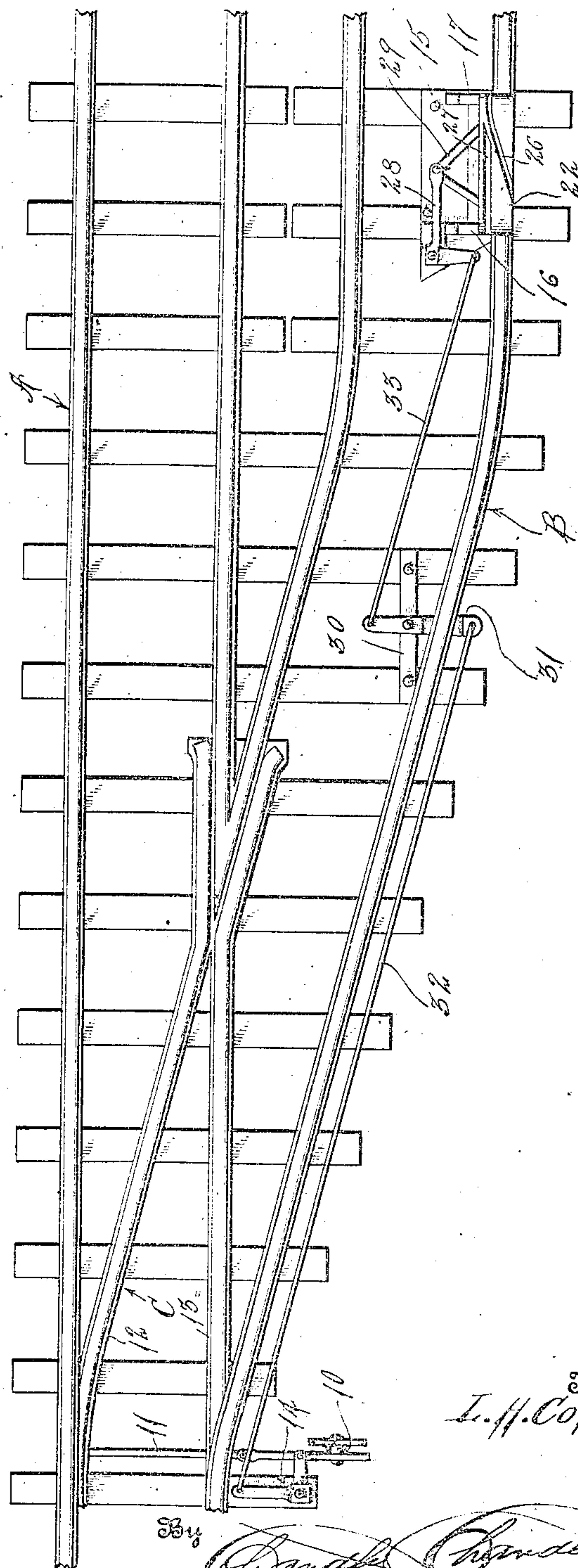
999,190.

L. H. CONNELLY.
DERAILING DEVICE.
APPLICATION FILED FEB. 1, 1911.

Patented July 25, 1911.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses
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Inventor
L. H. Connelly

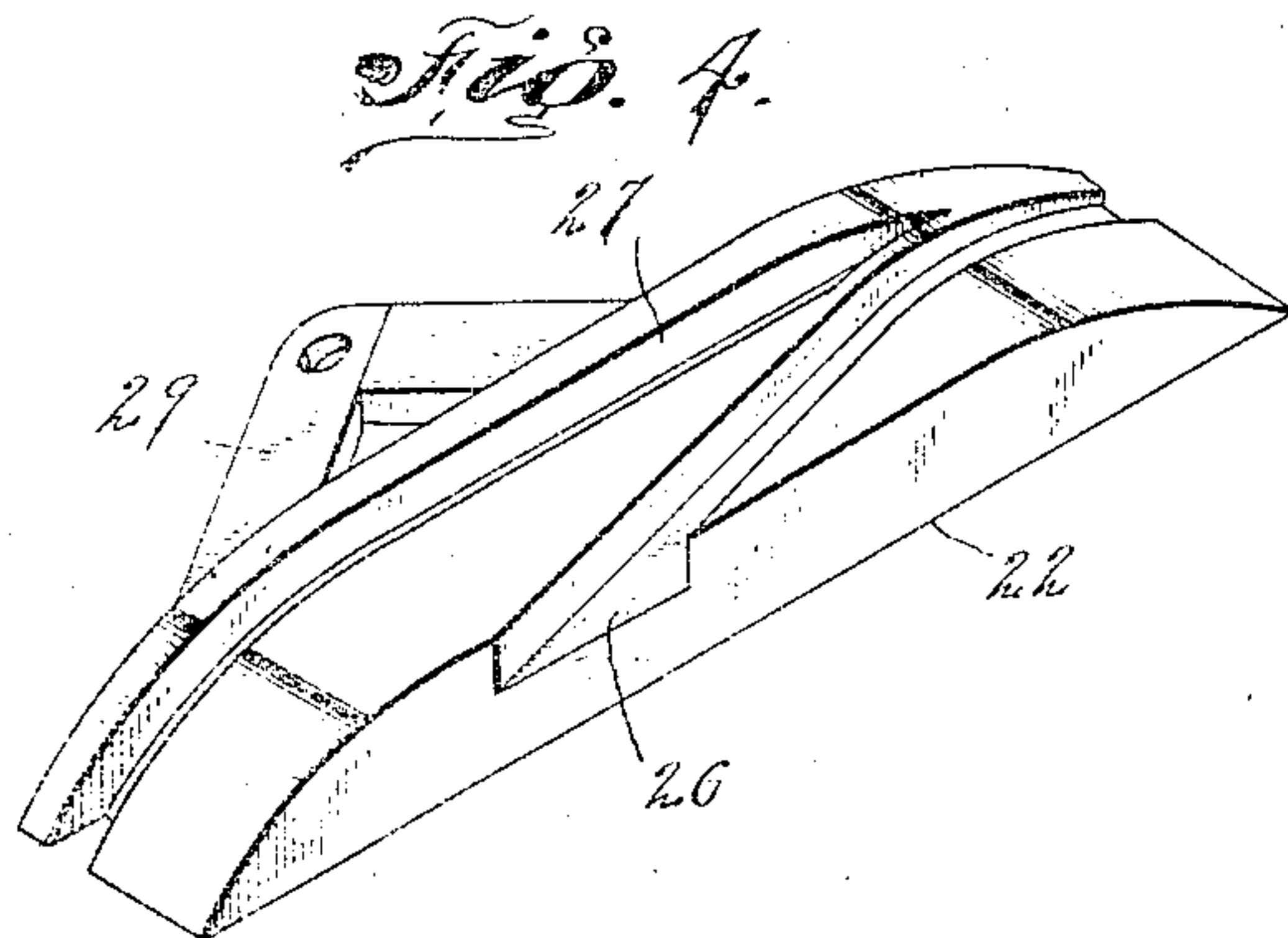
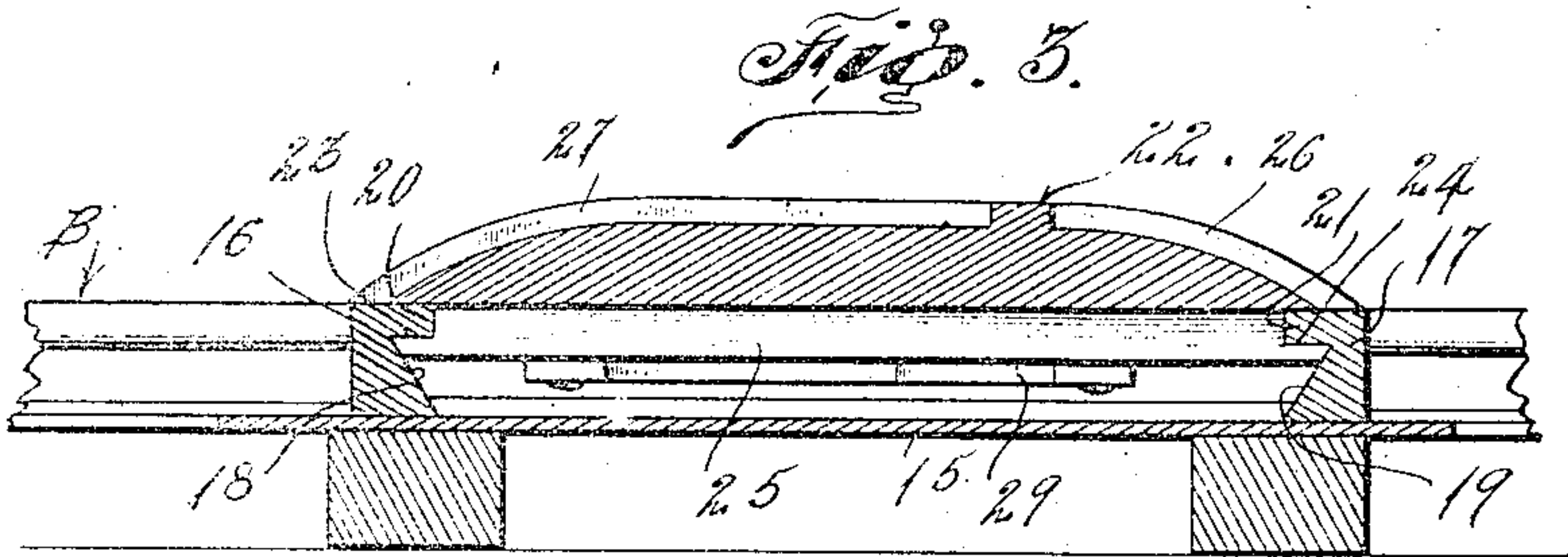
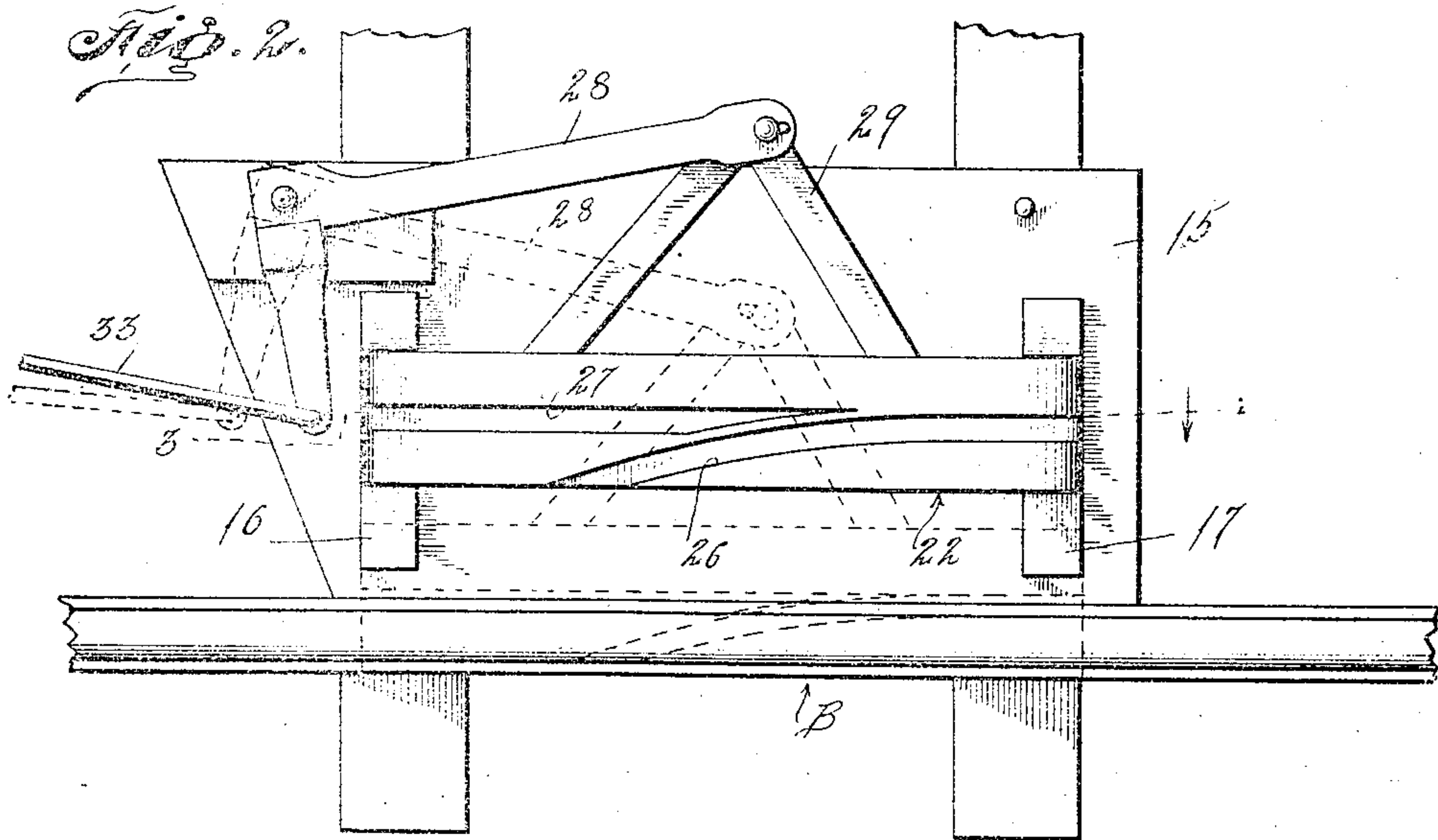
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

LYMAN H. CONNELLY, OF OSIERFIELD, GEORGIA.

DERAILING DEVICE.

999,190.

Specification of Letters Patent.

Patented July 25, 1911.

Application filed February 1, 1911. Serial No. 605,923.

To all whom it may concern:

Be it known that I, LYMAN H. CONNELLY, a citizen of the United States, residing at Osierfield, in the county of Irwin, State of Georgia, have invented certain new and useful Improvements in Derailing Devices; and I 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.

This invention relates to derailing devices.

The object of the invention resides in the provision of a derailing device adapted to be associated with a railroad track siding to prevent the passage of a train from the siding on to the main track when the switch controlling entrance to the siding from the main track is in closed position.

A further object of the invention resides in the construction of a derailing device of the character named which will effectively accomplish the purposes for which it is intended and which is adapted to be operated simultaneously with the switch which controls the entrance from the main track to the siding in which the derailer is disposed.

With these and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claim.

In describing the invention in detail, reference will be had to the accompanying drawings, wherein like characters of reference denote corresponding parts in the several views; and in which,

Figure 1 is a plan view of a section of a main track and siding with the invention associated therewith; Fig. 2, an enlarged plan view of a fragment of the siding and the derailing device, the latter being shown in inactive position in full lines and in active position in dotted lines; Fig. 3, a section on the line 3—3 of Fig. 2; Fig. 4, a detail perspective view of the plate included in the derailing device.

Referring to the drawings, A indicates the main track and B the siding. Entrance from the main track to the siding is controlled by means of a switch C which is actuated by means of a lever 10 operatively connected to a draw rod 11, which latter is secured to the pivoted switch points 12 and 13. Pivotally mounted upon an extension

of one of the ties adjacent the draw rod 11 is an angle lever 14, one arm of which is operatively connected to said draw rod 11 so that as the switch C is actuated from one position to another, the angle lever 14 will be oscillated. Mounted on adjacent ties between the rails of the siding B is a base plate 15, and upon this base plate is secured a pair of spaced guide rails 16 and 17 extending transversely of the siding. The inner faces of these guide rails 16 and 17 are correspondingly grooved, as at 18 and 19 respectively to form tongues 20 and 21 respectively. Slidably mounted between the guide rails 16 and 17 is a plate 22, the ends of which are provided with grooves 23 and 24 which receive the tongues 20 and 21 respectively. The inner side portion of the plate 22 is provided with a downward extension 25 for a purpose that will presently appear. The top face of the plate 22 is of substantially arcuate formation and has formed therein a diagonal groove 26 and a longitudinal groove 27. When the plate 22 is moved toward the adjacent rail of the siding a portion thereof will overlies the tread of said rail, while the extension 25 will engage the side of the rail and thus limit the movement of the plate 22 in one direction. When the plate 22 is disposed in overlying relation with respect to the adjacent rail of the siding, the terminals of the groove 26 are disposed respectively on opposite sides of said rail. Pivotally mounted upon the base 15 is an angle lever 28, one arm of which is operatively connected with the plate 22 by means of a V shaped lateral extension 29 secured to said plate. Mounted upon adjacent ties of the siding B between the angle levers 14 and 28 is a plate 30, and pivoted upon this plate is a two-arm lever 31, one end of which is connected to the angle lever 14 by means of the link 32, while the other end is connected to the angle lever 28 by means of the link 33. By this construction, it will be apparent that when the switch C is moved to closed position, the plate 22 will be shifted so as to overlies the adjacent rail of the siding and thus be in position to effect the derailment of a train passing from the siding to the main track during the closed position of the switch C. However, when the switch C is moved to open position, the plate 22 will be shifted toward the center of the siding B and as a result will be without effect on trains pass-

ing from the siding to the main track by way of the switch C.

What is claimed is:—

The combination with a main track and a
5 siding of a switch controlling entrance to
the siding from the main track, operating
means for the switch, a shiftable derailing
device located in the siding, said device com-
prising a pair of spaced guide rails ex-
10 tending transversely of the siding, a plate
slidably mounted between said guide rails
and adapted to overlies one of the rails of the
siding when disposed at the limit of its
movement in one direction, said plate hav-
15 ing an arcuate upper face provided with a
groove extending diagonally thereof and
having its ends disposed on opposite sides
of the rail of the siding when the plate
overlies said rail, an angle lever pivotally

mounted adjacent said plate, connections be- 20
tween the plate and one arm of the angle
lever whereby the oscillation of the latter
will move the plate to and from overlying
relation with respect to the rail of the sid-
ing, and connections between the other arm 25
of said angle lever and the operating means
for the switch, whereby the movements of
said switch to closed and open positions will
shift said plate to and from overlying posi-
tion with respect to the rail of the siding 30
respectively.

In testimony whereof, I affix my signa-
ture, in presence of two witnesses.

LYMAN H. CONNELLY.

Witnesses:

J. D. THORNTON,
E. GRAVES.