(No Model.)

McCLELLAN MITCHELL.

DERAILING BLOCK.

No. 522,300. Patented July 3, 1894.

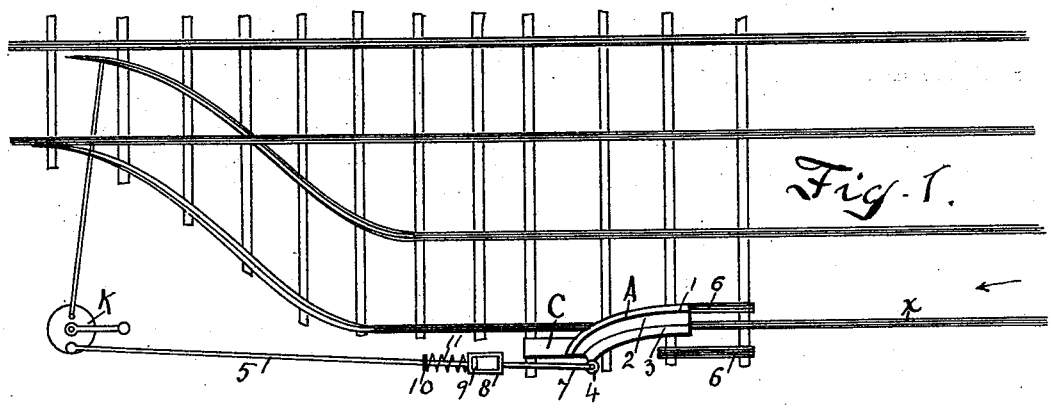

Fig. 1.

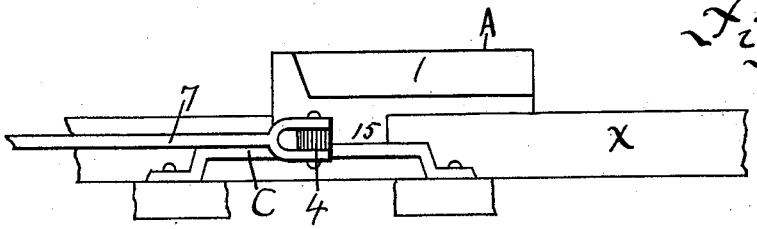

Fig. 2.

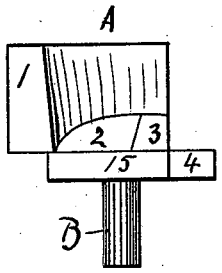

Fig. 3.

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McCLELLAN MITCHELL, OF OMAHA, NEBRASKA.

DERAILING-BLOCK.

SPECIFICATION forming part of Letters Patent No. 522,300, dated July 3, 1894.

Application filed August 14, 1893. Serial No. 483,159. (No model.)

To all whom it may concern:

Be it known that I, McCLELLAN MITCHELL, of Omaha, in the county of Douglas and State of Nebraska, have invented certain useful Improvements in Derailing-Blocks; and I do hereby declare that the following is 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, which form a part of this specification.

This invention has relation to a new and novel car derailing block, the object being to provide a means that will prevent cars upon the side tracks to be blown upon the main track.

In the accompanying drawings, Figure 1 shows a top view of an ordinary railway system, showing a central switch arranged in combination with my improved car derailer. Fig. 2 shows a side elevation thereof, while Fig. 3 shows an end view.

Similar letters and figures of reference refer to corresponding parts.

My device comprises essentially a metallic block A which is preferably slightly curved and is provided with a journal B, by means of which said block is pivotally secured to an ordinary bridge iron or block C.

Upon one side my derailing block is provided with an upwardly extending flange 1, which is curved and is provided centrally with a depression 2, and upon the remaining edge with the stub guard 3, as shown more clearly in Fig. 3. Upon the side adjoining the stub car 3, I have further provided the ear 4 by means of which this derailing block may be attached between suitable operating bars 5. The bridge bar *c* which gives support to the derailing block, is secured upon the side of the track upon which the car is to be derailed.

This derailing block works freely upon its seating and in operating swings snugly over one of the rails, as shown in Fig. 1. However, it is necessary that the block should swing a suitable distance beyond the rail X, for instance, I provide an additional stub rail 6, upon which the derailing block rests in conjunction with the main rail. The operating bar 5, which is connected to any suitable switch, is in two sections; the section 7 having a loop 8 adapted to hold the end of section 5, which latter section is provided with nuts 9 and 10; the former working within the loop 8 and the latter without and being further adapted to offer a purchase to the spring 11, which works against said nut 10 and the loop.

Normally the block rests as shown in Fig. 1 so that if any car coming in the direction of the arrow and toward the main track should strike this block, the flange of the wheel would work within a groove 2 and be guided by means of the upwardly extending flange 1, off the track, so as to completely derail the car and so prevent it from going upon the main track. However, should the switch be closed, so that a car would be shunted from the opposite direction, it would enter the switch and encounter the derailing block upon the curved side. Now as this block is normally held in a closed position by means of a spring, it would be forced out of the path of the wheel as the loop 8 would ride upon the bar 5, and a portion of the spring 11 readily permitting this shortening of the rod. Of course as soon as the wheel has passed, the block would be forced into its closed position.

These blocks are made both right handed and left handed so that the cars would be thrown to either side. They can be adapted to any ordinary switch, or if desired, can be operated by an ordinary forcing lever, which can be arranged to work independent of the switch.

These blocks are adapted to be used on side tracks and spurs and will of course derail any car before it reaches the main track.

The device is noticeable because of its extreme simplicity; and,

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

In a car derailing device, the combination of the following instrumentalities, to-wit: the bridge block, C, the derailing block, A′, provided with the journal, B, at one end working within a suitable opening of said bridge block, said bridge block being curved and provided upon one side with an upwardly extend-

ing flange, 1, and a central depression, 2, and upon the remaining edge with a stub guard, 3, the integral ear, 4, to which is secured the operating bar, 5, said bridge block, C, being secured upon the outside of one of the car rails, said operating bar, 5, being spring actuated by means of the loop, 8, provided with the nuts, 9 and 10, giving a purchase to the spring, 11, said derailing block being so arranged that a car wheel striking said block from one end will permit the same to swing outward from the car rail by virtue of the spring actuated rod, 5, said derailing block normally resting upon one of said rails and being so arranged that a wheel approaching from the opposite direction would engage the block and be derailed, all substantially as and for the purpose set forth.

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

McCLELLAN MITCHELL.

Witnesses:
A. MOORE,
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