

P. Quinn,
Railroad Switch,
No 53,675, *Patented Apr. 3, 1866.*

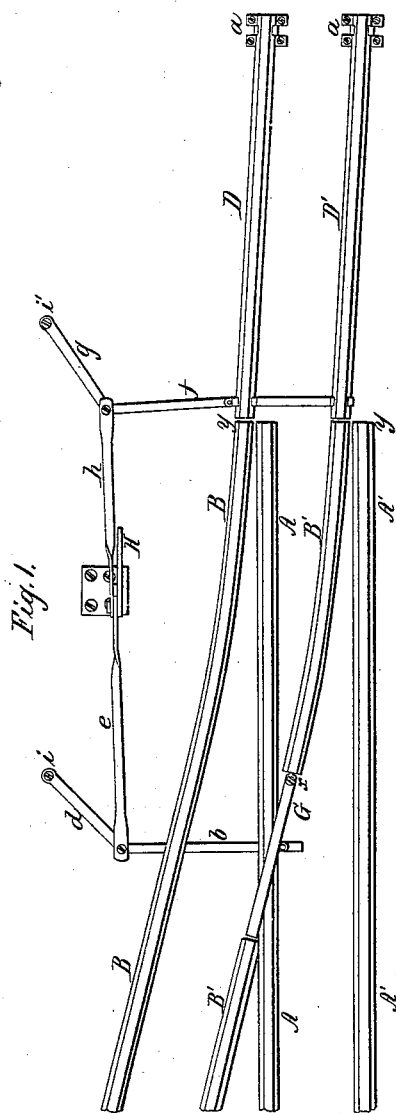


Fig. 1.

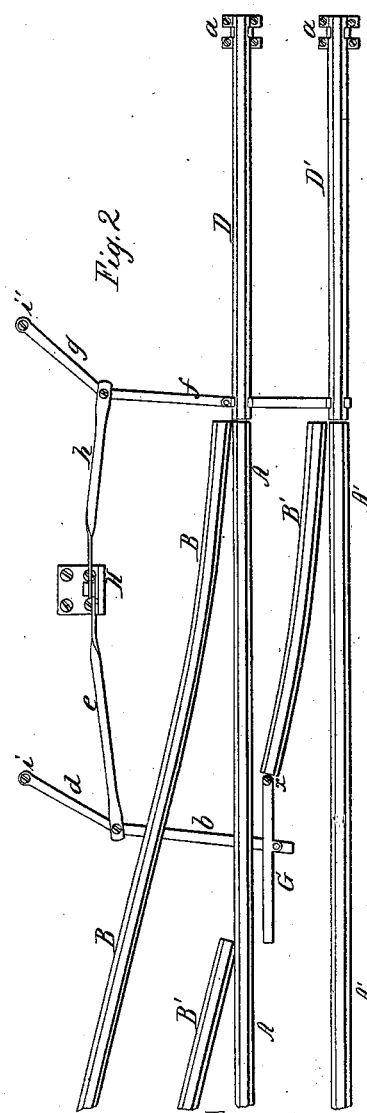


Fig. 2.

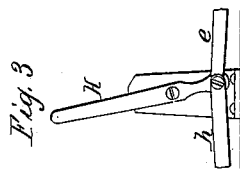


Fig. 3.

Witnesses
Wm. Albert Steel.
John Parker

Inventor
Peter Quinn
By his Atty
J. H. Lowson

UNITED STATES PATENT OFFICE.

PETER QUINN, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN COMBINED SWITCH AND FROG FOR RAILWAYS.

Specification forming part of Letters Patent No. 52,675, dated April 3, 1866.

To all whom it may concern:

Be it known that I, PETER QUINN, of Philadelphia, Pennsylvania, have invented a Combined Railroad Switch and Frog; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention consists of the combination, substantially as described hereinafter, of a movable frog-rail of peculiar construction with a switch, the whole operating in unison, so that the proper duty of both may be insured.

In order to enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

On reference to the accompanying drawings, which form a part of this specification, Figures 1 and 2 are plan views of my combined switch and frog, and Fig. 3 an elevation of part of the apparatus which may be used for effecting the desired simultaneous movement of switch and frog.

A and A' represent the rails of the main track, and B and B' the rails of the turnout, the whole of these rails terminating at a line, *y y*.

D and D' are the rails of the switch, and their outer ends are so connected at *a* to the track that their inner ends can be readily moved so as to coincide with the ends of the rails B and B' of the turnout, as seen in Fig. 1, or the rails A and A' of the main track, as seen in Fig. 2.

The continuity of the rail B' of the turnout is interrupted to admit the movable frog-rail G, which is jointed at *x*, and which can be made to assume the position shown in Fig. 1, when it forms a continuation of the rail B' of the turnout, or the position shown in Fig. 2, where it is moved away from the said rail B' as well as from the rail A, leaving the latter rail uninterrupted.

The frog-rail G, as seen in Fig. 1, is arranged

to cross and rest on the rail A of the main track, and is so far elevated above the latter that the flanges of car-wheels traversing the turnout cannot come in contact with the said rail A. This frog-rail G and several modifications of the same I have so fully described in a separate application for a patent that a more minute description here will be unnecessary.

It is essential that the movements of the frog-rail and switch should be simultaneous; hence they are connected to one operating-lever, K—the frog-rail by the bar *b*, link *d*, and rod *e*, and the switch-rails by the bar *f*, link *g*, and rod *h*—the link *d* being connected to the track at *i*, and the link *g* to the track at *j*.

The operation of these connections will be readily understood without further description. It will be also understood that many different devices will readily suggest themselves to those familiar with railway matters for effecting the simultaneous movement of the frog-rail and switch-rails. I therefore do not lay claim or desire to confine myself to the precise devices shown for effecting this movement, nor do I desire to confine myself to the arrangement shown of the frog-rail G, or to the specific construction described of the switch-rails, as all may be modified without departing from the main features of my invention; but

I claim and desire to secure by Letters Patent—

The combination, substantially as described, of the movable frog-rail G, arranged to rest on one of the main rails, with any suitable switch-rails, the whole operating together as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PETER QUINN.

Witnesses:

CHARLES E. FOSTER,
JOHN WHITE.