



New connection on: : 09-08-2018 : 20:26:22 - Last disconnection on: : 08-08-2018 : 22:00:39

V 4.0.0.44358(LP,U,linux) (Rev:43856 2017-04-27 09:03:29 +0200#(D201802)) (RPM D201802)

Welcome to EPOQUE Rebuild under the Production Environment

[No database/cluster active] ..fi epodoc

 Database: EPODOC

[EPODOC: SS 1] B61J/C/LOW

Results in EPODOC 4.215

[SS 2] * and rail+

Results in EPODOC 905

[SS 3] * and (lock+ 5d mechanism)

Results in EPODOC 12

[SS 4] * and PD<2015-06-08

Results in EPODOC 7

[SS 5] ..li



1/7 © EPODOC / EPO

PN - [DE102008034424](#) A1 20090423

PR - DE20071050715
20071022; DE20081034424
20080723

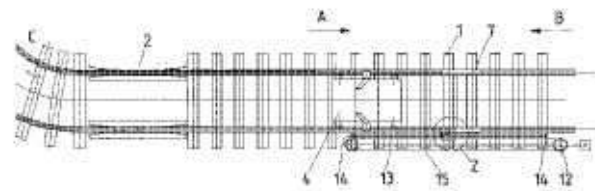
AP - DE20081034424 20080723

DT - *; Rep

CCI - [B61J3/10](#) ; [B61K7/02](#)

PA - DB NETZ AG [DE]; FEW
BLANKENBURG GMBH [DE]

TI - Rail-bound car routing method



for **railroad** shunting yard,
involves connecting locking
device when exceeding maximum
wind velocity, disconnecting
device when falling below
maximum wind velocity and
inducing rolling back of car by
ambient air

- AB - The method involves detecting
flow parameters of ambient air
prevailing within an area of
sorting sidings. A locking device
(3) installed at the sorting
sidings is connected when
exceeding a maximum wind
velocity for prevention of rolling
back of a car in direction of the
distribution zone and is
disconnected when falling below
the maximum wind velocity. The
rolling back of the car is induced
by ambient air. Positions of the
car standing on the sorting
sidings are determined by a
sensor **mechanism**. The **locking**
device temporarily reaches the
car standing next to a
distribution zone. An
independent claim is also
included for a system for routing
of **rail**-bound cars.

2/7 © EPODOC / EPO

- PN - [GB1408795](#) A 19751008
PR - GB19720051872
19721109; DE19742409442
19740227; FR19740006872
19740228
AP - GB19720051872 19721109
DT - *
CCI - [B61J3/08](#) ; [E21C29/02](#)
PA - BOLTON R B
TI - TRACK WALKING GEAR
AB - 1408795 Propelling vehicles R B
BOLTON 6 Feb 1974 [9 Nov 1972]
51872/72 Headings B7H and B7J
In **rail** holding mechanism for a

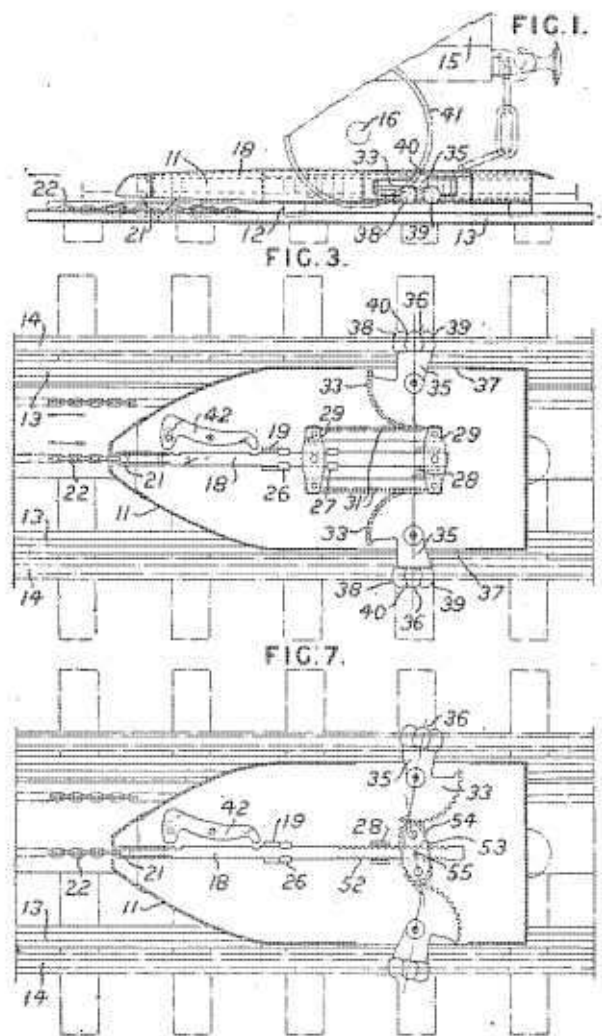


coal cutting machine, power loader or drilling rig driven along one or more **rails** by reciprocation of an hydraulic ram, a jamming member 42 pivotally mounted on one side piece 10 of a trapping member slidably fitted over a **rail** 4 is pivoted to grip the **rail** between the jamming member and the other side piece 8 in response to sliding movement of a shuttle member 24 which receives the piston rod 8 of the hydraulic ram and is slidably mounted in a receiving member 20 connected to the side pieces 8, 10. When the piston-rod 6 moves in one direction the jamming member **locks** the holding **mechanism** to the **rail** so that the ram advances the machine, subsequent movement of the piston-rod 6 in the other direction releasing the jamming member so that the ram moves the holding mechanism along the **rail** to a new location. The jamming member 42 is formed with an arcuate serrated jamming surface 48 and a slot 46 which receives a pin 36 carried by a connecting piece 32 projecting from the shuttle member 24 through a slot 22 in the receiving member 20. The shuttle member 24 is slidable in both directions in the receiving member 20, movement being restricted to one direction only according to the required direction of travel by positioning one of stop members 52, 53 between the receiving member 20 and a respective flange 26, 28 on the shuttle member 24, the stop members 52, 53 being movable by means of handles 54 between operative and inoperative

positions in which they are releasably held by springs 56, 58. The side piece 8 carries serrated studs for gripping the rail 4 and spring-loaded pads 12 which urge the side piece 10 into contact with the rail. The machine is preferably provided with two rams which are operated alternately to provide a continuous driving force.

3/7 © EPODOC / EPO

- PN - [GB714598](#) A 19540901
- PR - GB19510021905
19510918; GB19520031174
19521209
- AP - GB19510021905 19510918
- DT - **
- CCI - [B61J1/12](#) ; [B61J3/00](#)
- PA - STRACHAN & HENSHAW LTD
- TI - Improvements in or relating to devices for moving or controlling the movement of rail wagons and the like
- AB - 714,598. Vehicle movers. STRACHAN & HENSHAW, Ltd. Sept. 10, 1952 [Sept. 18, 1951; Oct. 23, 1951], Nos. 21905/51 and 24785/51. Class 79(1) [Also in Groups XXX, XXXII and XXXIV] A device for moving or controlling the movement, for example down an incline, of rail wagons and the like, comprises a vehicle adapted to run on a track disposed between the usual track rails for a rail wagon or the like, and one or more retractable wheels or rollers mounted on the vehicle and adapted to be projected and retracted laterally so as, when projected, to engage a wagon wheel when the vehicle is caused, or the wagon wheel allowed, to move on its track, means being provided to propel



or haul the vehicle on its track such that projection of the wheels or rollers is effected when the vehicle is propelled or hauled in one direction and retraction is effected when the vehicle is propelled or hauled in the opposite direction. As shown in Figs. 1 and 3, a low vehicle 11 which will pass below the axle 16 of a wagon 15, is provided with skids 12 at each side for sliding on track **rails** 13 disposed between the usual track **rails** 14 for the wagon 15. The vehicle 11 has a slidable draw bar 18 secured by shackle means 21 to an endless chain 22 which runs under the vehicle to chain pulleys. The movement of the draw bar relative to the vehicle 11 is limited by stops 26, 27 on the draw bar and guides 19, 28 on the vehicle, and a latch **mechanism** 42' is provided to **lock** the draw bar to the vehicle in its extreme relative positions. The draw bar carries a pair of pivotally-mounted yokes 29 connected by toothed rack bars 31 which mesh with quadrants 33 pivotally mounted in the vehicle 11. Arms 35 projecting from the quadrants have roller assemblies 36 mounted on their outer ends. When the chain 22 is pulled forwardly the quadrants move angularly so that the roller assemblies 36 project through orifices 37 from the sides of the vehicle. When the chain is pulled rearwardly the roller assemblies are withdrawn so that the arms 35 lie longitudinally of the vehicle. Each roller assembly comprises three rollers 38, 39, 40 freely rotatable on their axes and when the assembly is

projected the rollers 38. 39 run on the top of the track rails 14 and the roller 40 is in position to engage the tread of the wagon wheel 41, on further hauling on the chain 22. The rollers apply equal pressure to the wheel treads on both sides of the rail wagon, even though the wagon is being propelled around a curved track and this is due to the arrangement of the yokes, rack bars and quadrants. In a further arrangement shown in Fig. 7 the draw bar 18 has a toothed rack 52 on each side, the racks engaging pinions 54 carried by a yoke 53 which is pivotally connected at 55 to the vehicle 11. The pinions 54 are engaged by the quadrants 33 of the roller assemblies 36.

4/7 © EPODOC / EPO

- PN - [FR2463706](#) A1 19810227
- PR - FR19790020915 19790817
- AP - FR19790020915 19790817
- DT - *; Rep
- CT - || STSE (A1)
[FR1531579](#) A 19680705 [] (CONST ELECTRO MECANIKUES ASEA);
[US2729172](#) A 19560103 [] (STRACHAN & HENSHAW LTD);
[FR78144E](#) E 19620608 [] (CONST ELECTRO MECANIKUES ASEA);
[FR2245196](#) A5 19750418 [] (ASEA SA [FR]);
[FR2172474](#) A5 19730928 [] (ASEA AB [FR]);
[GB836379](#) A 19600601 [] (STRACHAN & HENSHAW LTD);
[US2859704](#) A 19581111 [] (NORTONS TIVIDALE LTD);
[DE1278474](#) B 19680926 [] (ARTHUR HABERMANN BERGWERKSMASC);
[FR76007E](#) E 19610908 [] (CONST ELECTROMECHANIKUES ASEA H);
[DE559538](#) C 19320921 [] (WINDHOFF RHEINER MASCHF);
[DE1236552](#) B 19670316 [] (POHLIG HECKEL BLEICHERT);
[FR1212092](#) A 19600322 [] (CONST ELECTRO MECANIKUES ASEA);
[CH577403](#) A5 19760715 [] (VEVEY ATEL CONST MEC);
[CH609625](#) A5 19790315 [] (VEVEY ATEL CONST MEC [CH]);
[DE2831527](#) A1 19790201 [] (NOVEX FOREIGN TRADE CO LTD);
[DE2434522](#) A1 19760129 [] (HAUHINCO MASCHF)
- CCI - [B61J1/12](#)
- PA - DO MASHINO STR Z [SU]

- TI - **Rail** truck shunting trolley - has lengthwise truck wheel guides sloping downwards from centre to ends
- AB - The lifting trolley travels underneath **rail** trucks to be shunted. It includes a set of travel wheels, and an anchorage point for a haulage rope, and there is a **mechanism** gripping and **locking** the **rail** truck wheels which it lifts. The support plates for the lifted wheel set are formed by guides (3), each running in the direction of the **rails**, and sloping downwards in the lengthwise direction from the centre to the ends. Devices may be included for moving the guides to and fro at right angles to the truck travel direction.

5/7 © EPODOC / EPO

- PN - [EP0709271](#) A1 19960501
- PNFP - EP0709271 B1 19990707
- PR - DE19944438048 19941025
- AP - EP19950116173 19951013
- DT - **
- CT - || STSE (A1)
[DE2208751](#) A1 19731004 [A] (HAUHINCO MASCHF)
 [A] 1
 * page 8, paragraph 1 - page 9, paragraph 1; figures 2-4 *;
[DE1913834](#) A1 19700924 [A] (THYSSEN HUETTE AG)
 [A] 1
 * page 4, line 23 - page 6, line 6; figures 1-3 *
- CCI - [B61J3/06](#)
- PA - (A1 B1)
 DEUTSCHE BAHN AG [DE]
- TI - (A1 B1)
 Trolley for marshalling purposes
- AB - (A1)
 The power-driven truck assembles non-driven **rail** vehicles, being movable between the free and profiled positions in the **rail** track. Lengthwise members (4, 5) of the truck frame hinge together via a bearing (6), being movable into a position where they are slightly inclined to each other. The members (5) have an extension beyond the bearing and by which they rest on the bolt (13) of a **locking mechanism**, the latter being mounted on the members (5). In the unlocked position, the members are set down in a position clear of the working area. There can be an initiator (24) on the track and a switching straight-edge (33) on the truck. The initiator signals movement of the truck into the unlocked position.

6/7 © EPODOC / EPO

- PN - [DE4438048](#) C1 19960222
- PR - DE19944438048 19941025
- AP - DE19944438048 19941025
- DT - *
- CT - [DE1605325](#) C2 []; [DE2112760](#) B2 [];
[DE2208751](#) A1 []; [DE1900148](#) A1 []

CCI - [B61J3/06](#)
 PA - DEUTSCHE BAHN AG [DE]
 TI - Shunting truck for **railway** marshalling yard
 AB - The power-driven truck assembles non-driven **rail** vehicles, being movable between the free and profiled positions in the **rail** track. Lengthwise members (4, 5) of the truck frame hinge together via a bearing (6), being movable into a position where they are slightly inclined to each other. The members (5) have an extension beyond the bearing and by which they rest on the bolt (13) of a **locking mechanism**, the latter being mounted on the members (5). In the unlocked position, the members are set down in a position clear of the working area. There can be an initiator (24) on the track and a switching straight-edge (33) on the truck. The initiator signals movement of the truck into the unlocked position.

7/7 © EPODOC / EPO

PN - [DE2920790](#) A1 19801204
 PR - DE19792920790 19790522
 AP - DE19792920790 19790522
 DT - *; Rep
 CCI - [B61J3/06](#)
 PA - DONECKIJ MASH Z IM LENINSKOGO
 TI - **Rail** truck shunting trolley - has lengthwise truck wheel guides sloping downwards from centre to ends
 AB - The lifting trolley travels underneath **rail** trucks to be shunted. It includes a set of travel wheels, and an anchorage point for a haulage rope, and there is a **mechanism** gripping and **locking** the **rail** truck wheels which it lifts. The support plates for the lifted wheel set are formed by guides (3), each running in the direction of the **rails**, and sloping downwards in the lengthwise direction from the centre to the ends. Devices may be included for moving the guides to and fro at right angles to the truck travel direction.

[SS 5] 2 and turn*

Results in EPODOC 0

EPODOC: term 'TURN*' not found in index 'BI'. WARNING(1)

[SS 6] 2 and turn+

Results in EPODOC 134

[SS 7] * and PD<2015-06-08

Results in EPODOC 133

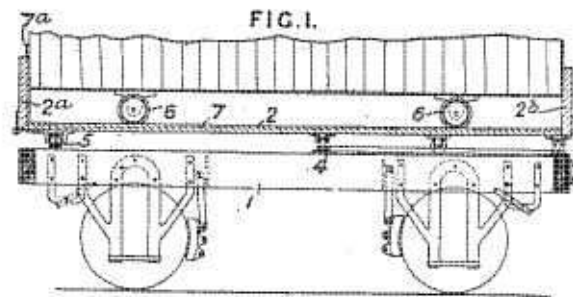
[SS 8] * and groov+

Results in EPODOC 3



1/3 © EPODOC / EPO

- PN - [GB167065](#) A 19210804
- PR - GB19200018464 19200703
- AP - GB19200018464 19200703
- DT - *
- CCI - [B61J1/12](#)
- PA - DONALD MACGILVARY BEATON
- TI - Improvements in **railway** vehicles
- AB - 167,065. Beaton, D. M. July 3, 1920. Vehicles with removable bodies.-In a **railway** vehicle wherein the underframe supports a **turntable** carrying a goods-container, the **turntable** is mounted eccentrically or near one end to facilitate unloading in narrow sidings. The **turntable** 2 is mounted on rollers 4 near one end so that when swung out the end 2b is flush or projects slightly over the side. **Grooves** or tracks 7 for road or **rail** wheels guide the wheels 6 of the container and the end 2a which can be lowered is fitted with similar tracks 2<a>. Rollers 5 rest on the underframe 1, or upon an inclined surface thereon. Instead of rollers 5, a transverse endless or caterpillar track may be employed. Springs may be fitted between the sides and ends of the **turntable** and the container to prevent vibration. The **turntable** track may be inclined at a slight angle transversely of the vehicle so as to allow the projecting end of the **turntable** to be lower when in its unloading position.



2/3 © EPODOC / EPO

PN - [GB657932](#) A 19510926

PR - GB19490013634 19490521

AP - GB19490013634 19490521

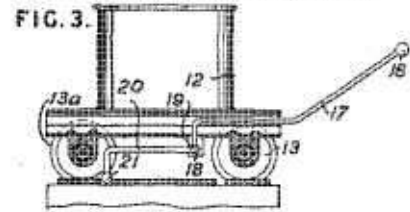
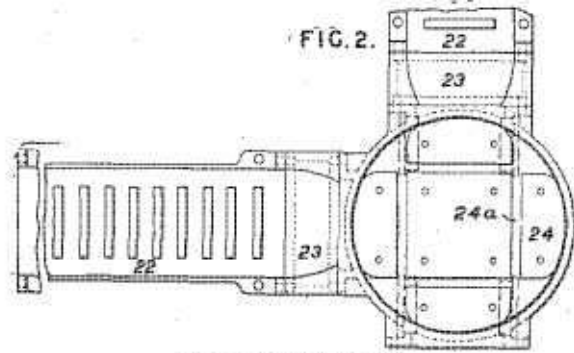
DT - *

CCI - [E01B23/02](#) ; [B22D41/12](#) ;
[B61J1/02](#)

PA - JOHN REGINALD PLATT

TI - Improvements in and relating
to **rail** tracks and vehicles
therefor

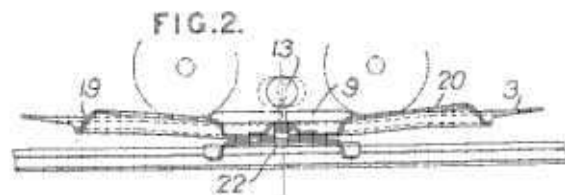
AB - 657,932. Permanent
way; **turntables**. PLATT, J. R. May
21, 1949, No. 13634. [Class 104
(ii)] [Also in Group XXXII] A
conveying system to facilitate
the transportation of material
over a surface of earth or sand,
as in a foundry, comprises a
hand truck 12 with pairs of
wheels 13 provided with
peripheral flanges 13a at their
axially outer faces to engage the
longitudinal side portions of a
track 22 which is substantially
continuous between the wheel-
engaging surfaces. As shown, the
track is constituted by lengths of
plate-like castings with
depending flanges along the
longitudinal edges. **Turntables**
24 are preferably provided for
changing the direction of travel
of the truck, an adapter section
23 being interposed between the
end of a track length and
the **turntable** to provide a
portion of track of a width that
increases progressively away
from the **turntable** and
facilitates the engagement of the
vehicle wheels when coming on
to the track 22. The truck is
pulled by a handle 16 at the end
of a lever arm 17 secured to a
tube 18 mounted on a transverse
rod 19 below the vehicle chassis
and provided with a cranked



extension arm 20 terminating in a shoe 21, so that by elevating the arm 17 when the vehicle is on the **turntable** the shoe 21 can be engaged within a transverse **groove** 24a, as shown in Fig. 3. The **turntable** can then be rotated by application of a further lateral force on the arm 17. **Turntables**. The **turntable** 24 rotates above a circular sump 27, Fig. 4 (not shown), and is supported on an axial shaft provided with ball bearings, the shaft and bearings being enclosed within a cylindrical housing with a sealing ring to prevent sand from entering. A spring-loaded ball-ended plunger bears against the underside of the **turntable** and engages within recesses therein at positions at which wheelreceiving **grooves** in the **turntable** are aligned with the track. In a modification, a platen on the underside of the **turntable** has flat portions which are engaged in **turn** by a rod to the ends of which tensioned springs anchored to the side of the sump are connected.

3/3 © EPODOC / EPO

- PN - [GB319180](#) A 19290919
- PR - GB19290004572 19290211
- AP - GB19290004572 19290211
- DT - *
- CCI - [B6111/02](#)
- PA - MARTINEICHELGRUEN
- TI - Improvements in portable **turntables** for railways
- AB - 319,180. Eichelgr n, M. Feb. 11, 1929. **Turntables**.-Portable **turntables**, with continuous rails and end ramps, have rails which



incline upwards from the centre on one or both sides. The ramps 3 continue as inclines 20 which meet inclined portions, preferably curved, merging into the central part, so that the transverse bars 19 are clear of the **rails** when the table is **turned** .

The **turntable** may be overweighed by a weight 13 mounted eccentrically or on a swing- ing arm above the pivot 22 or by two balls rolling in **grooves** on each side of the pivot. The **turntable** has fixed or pivoted stops 9 to engage between the wheels.

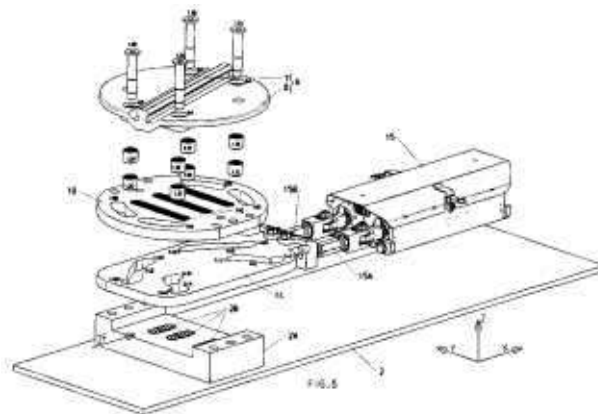
[SS 9] 2 and (cam 3d plate)

Results in EPODOC 6

[SS 10] ..li



- 1/6 © EPODOC / EPO
- PN - [CN107810135](#) A 20180316
- PR - EP20150382300
20150608; WO2016ES70416
20160603
- AP - CN2016833549 20160603
- DT - I
- CCI - [B61L5/02](#) ; [B61L5/10](#) ;
[B61L23/002](#) ; [E01B7/08](#) ;
[E01B25/28](#)
- CUI - [B61B13/00](#) ; [B61J1/02](#) ;
[E01B7/28](#)
- CNOI - [B61J1/02](#) ; [B61L5/02](#) ;
[B61L5/10](#) ; [B61L23/002](#) ;
[E01B7/08](#) ; [E01B25/28](#)
- CUA - [E01B2202/02](#)
- PA - JEZ SIST FERROVIARIOS S L;
VOESTALPINE VAE GMBH
- TI - ACTUATION AND LOCKING
MECHANISM FOR **RAIL**
CROSSINGS INTENDED FOR
VEHICLES GUIDED BY A



CENTRAL RAIL

AB

- The invention relates to an actuation and locking mechanism for **rail** crossings intended for vehicles guided by a central **rail**, comprising: a slide plate (2a) secured to a stationary part (2) of the crossing forming a central channel along the x axis; a guide block (10) secured to the slide plate (2a) and comprising four guide grooves (10a, 10b, 10c, 10d) in the form of circular sectors located in the main plane of the guide block (10), the geometrical centre of which coincides with a theoretical pivot point (17) of a movable panel (6) of the crossing, said slide plate (2a) and guide block (10) forming a groove (2f) having a rectangular cross-section and an axis parallel to the direction of the x axis; four shafts (12a, 12b, 13a, 13b) secured to the movable panel (6) in a manner symmetrical with a guide **rail** (7) of the movable panel (6) and perpendicular to the main plane of the movable panel (6), said shafts comprising rollers (12e, 12f, 13e, 13f) that can move and roll inside the guide grooves (10a, 10b, 10c, 10d); and a **cam plate** (14) that slides longitudinally inside the groove (2f) formed by the slide plate (2a) and the guide block (10).

PN - [CA2988649](#) A1 20161215

PR - EP20150382300
20150608; WO2016ES70416
20160603

AP - CA20162988649 20160603

DT - I

CCI - [B61L5/02](#) ; [B61L5/10](#) ;
[B61L23/002](#) ; [E01B7/08](#) ;
[E01B25/28](#)

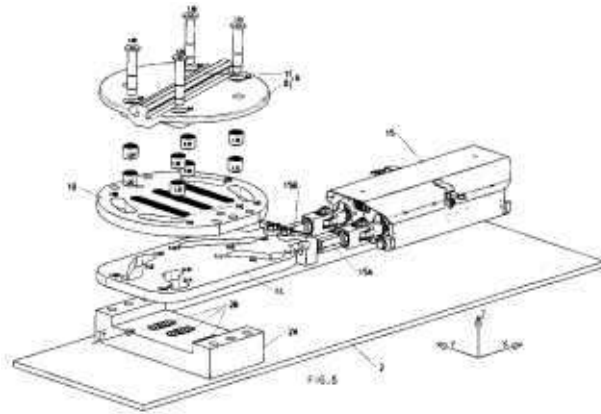
CUI - [B61B13/00](#) ; [B61J1/02](#) ;
[E01B7/28](#)

CUA - [E01B2202/02](#)

PA - JEZ SIST FERROVIARIOS S L [ES];
VOESTALPINE VAE GMBH [AT]

TI - OPERATING AND LOCKING
MECHANISM FOR DIAMOND
CROSSINGS OF CENTRAL **RAIL**-
GUIDED VEHICLES

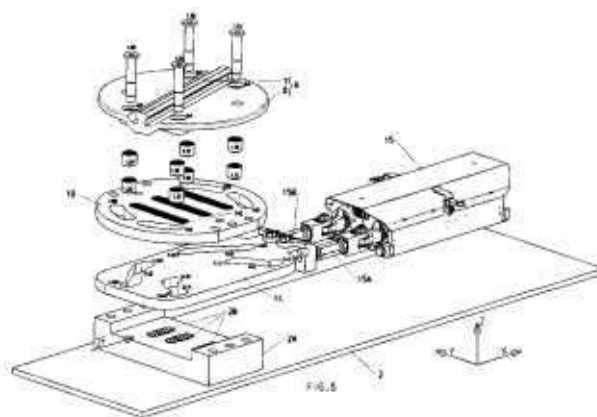
AB - The invention relates to an
actuation and locking
mechanism for **rail** crossings
intended for vehicles guided by a
central **rail**, comprising: a slide
plate (2a) secured to a
stationary part (2) of the
crossing forming a central
channel along the x axis; a guide
block (10) secured to the slide
plate (2a) and comprising four
guide grooves (10a, 10b, 10c,
10d) in the form of circular
sectors located in the main
plane of the guide block (10), the
geometrical centre of which
coincides with a theoretical
pivot point (17) of a movable
panel (6) of the crossing, said
slide plate (2a) and guide block
(10) forming a groove (2f) having
a rectangular cross-section and
an axis parallel to the direction
of the x axis; four shafts (12a,
12b, 13a, 13b) secured to the
movable panel (6) in a manner
symmetrical with a guide **rail** (7)
of the movable panel (6) and
perpendicular to the main plane



of the movable panel (6), said shafts comprising rollers (12e, 12f, 13e, 13f) that can move and roll inside the guide grooves (10a, 10b, 10c, 10d); and a **cam plate** (14) that slides longitudinally inside the groove (2f) formed by the slide plate (2a) and the guide block (10).

3/6 © EPODOC / EPO

PN - [WO2016198711](#) A1 20161215
 PR - EP20150382300 20150608
 AP - WO2016ES70416 20160603
 DT - **
 CT - |EP| ISR (A1)
[FR2878488](#) A1 20060602
 [A] (VOSSLOH COGIFER SA [FR])
 [A] 1
 * abstract *;
[JPS50119107U](#) U 19750929
 [A] (UNKNOWN)
 [A] 1
 * figures 1-10 *;
[FR2368577](#) A1 19780519
 [A] (DIETRICH & CIE DE [FR])
 [A] 1
 * page 2, lines 6-36; figures 1-6 *;
[US1344866](#) A 19200629
 [A] (ALEXANDER COULTER HUGH)
 [A] 1
 * figures 1-6 *;
[FR2880636](#) A1 20060714
 [A] (VOSSLOH COGIFER SA [FR])
 [A] 1
 * figures 1,2 *;
[ES2398565](#) A1 20130320
 [A] (GUIX MANOSA RICARDO [ES])
 [A] 1
 * figures 5-9 *;
[DE202007003459U](#) U1
 20080717 [A] (HANNING & KAHL GMBH & CO KG [DE])
 [A] 1
 * abstract *;
[JP2000064205](#) A 20000229
 [A] (TOYODA AUTOMATIC LOOM



WORKS)

[A] 1

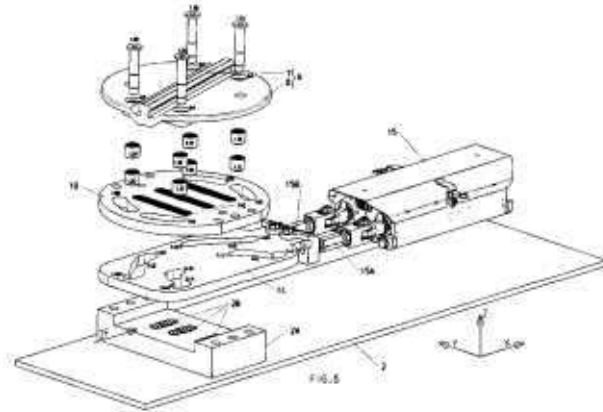
* abstract *

- CCI - [B61L5/02](#) ; [B61L5/10](#) ;
[B61L23/002](#) ; [E01B7/08](#) ;
[E01B25/28](#)
- CUI - [B61B13/00](#) ; [B61J1/02](#) ;
[E01B7/28](#)
- CUA - [E01B2202/02](#)
- PA - JEZ SIST FERROVIARIOS S L [ES];
VOESTALPINE VAE GMBH [AT]
- TI - ACTUATION AND LOCKING
MECHANISM FOR **RAIL**
CROSSINGS INTENDED FOR
VEHICLES GUIDED BY A
CENTRAL **RAIL**
- AB - The invention relates to an
actuation and locking
mechanism for **rail** crossings
intended for vehicles guided by a
central **rail**, comprising: a slide
plate (2a) secured to a
stationary part (2) of the
crossing forming a central
channel along the x axis; a guide
block (10) secured to the slide
plate (2a) and comprising four
guide grooves (10a, 10b, 10c,
10d) in the form of circular
sectors located in the main
plane of the guide block (10), the
geometrical centre of which
coincides with a theoretical
pivot point (17) of a movable
panel (6) of the crossing, said
slide plate (2a) and guide block
(10) forming a groove (2f) having
a rectangular cross-section and
an axis parallel to the direction
of the x axis; four shafts (12a,
12b, 13a, 13b) secured to the
movable panel (6) in a manner
symmetrical with a guide **rail** (7)
of the movable panel (6) and
perpendicular to the main plane
of the movable panel (6), said
shafts comprising rollers (12e,
12f, 13e, 13f) that can move and

roll inside the guide grooves
(10a, 10b, 10c, 10d); and a **cam
plate** (14) that slides
longitudinally inside the groove
(2f) formed by the slide plate
(2a) and the guide block (10).

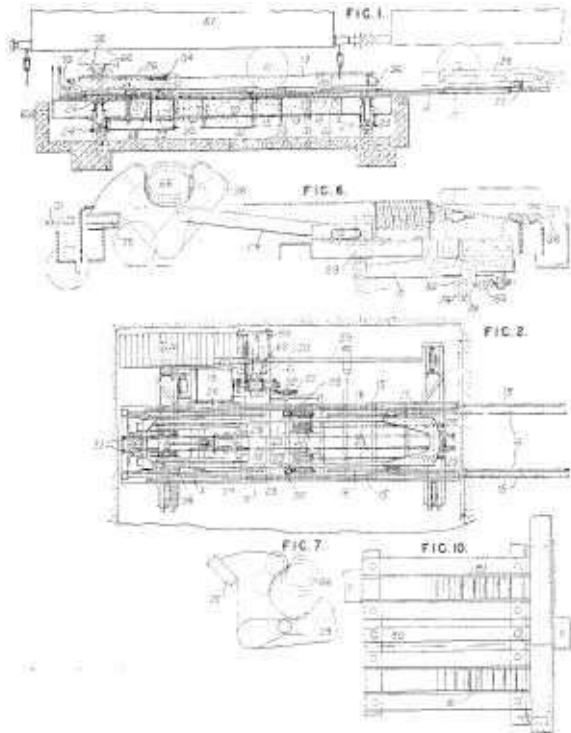
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- PN - [EP3103697](#) A1 20161214
- PNFP - EP3103697 B1 20180502
- PR - EP20150382300 20150608
- AP - EP20150382300 20150608
- DT - *; Rep
- CT - || STSE (A1)
[FR2878488](#) A1 20060602
 [A] (VOSSLOH COGIFER SA [FR])
 [A] 1
 * abstract *;
[JPS50119107U](#) U 19750929
 [A] (UNKNOWN)
 [A] 1
 * figures 1-10 *;
[FR2880636](#) A1 20060714
 [A] (VOSSLOH COGIFER SA [FR])
 [A] 1
 * figures 1,2 *;
[ES2398565](#) A1 20130320
 [A] (GUIX MANOSA RICARDO [ES])
 [A] 1
 * figures 5-9 *;
[DE202007003459U](#) U1
 20080717 [A] (HANNING & KAHL
 GMBH & CO KG [DE])
 [A] 1
 * abstract *;
[JP2000064205](#) A 20000229
 [A] (TOYODA AUTOMATIC LOOM
 WORKS)
 [A] 1
 * abstract *
- CCI - [B61L5/02](#) ; [B61L5/10](#) ;
[B61L23/002](#) ; [E01B7/08](#) ;
[E01B25/28](#)
- CUI - [B61B13/00](#) ; [B61J1/02](#) ;
[E01B7/28](#)
- CUA - [E01B2202/02](#)
- PA - (A1 B1)



- TI - (A1 B1)
OPERATING AND LOCKING
MECHANISM FOR CROSSINGS OF
CENTRAL **RAIL**-GUIDED VEHICLES
- AB - (A1)
An operating and locking
mechanism for crossties of
central **rail**-guided vehicles,
comprising: - a sliding plate (2A)
fixed to a fixed part (2) of the
crosstie forming a channel in its
central area in the direction of
an axis (X), - a guide block (10)
fixed to the sliding plate (2A)
comprising four guide grooves
(10A, 10B, 10C, 10D) in the form
of circular sectors located on the
main plane of the guide block
(10), the geometric center of
which coincides with a
theoretical pivoting point (17) of
a moving panel (6) of the
crosstie, where the sliding plate
(2A) and the guide block (10)
form a rectangular section
groove (2F) the axis of which is
parallel to the direction of the
axis (X), - four shafts (12A, 12B,
13A, 13B) fixed to the moving
panel (6) symmetrically with
respect to a guide **rail** (7) of said
moving panel (6) and
perpendicular to the main plane
of the moving panel (6),
comprising respective rollers
(12E, 12F, 13E, 13F) that can be
moved and rolled respectively
within the guide grooves (10A,
10B, 10C, 10D), and - a **cam plate**
(14) sliding in the longitudinal
direction within the groove (2F)
formed by the sliding plate (2A)
and the guide block (10).

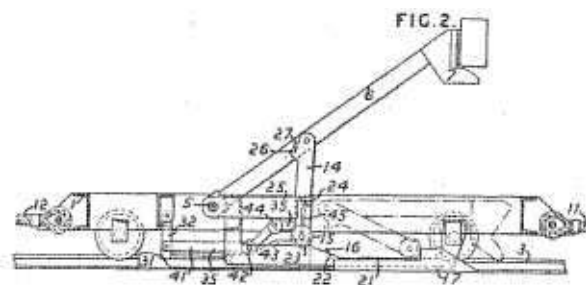
PN - [GB692492](#) A 19530610
 PR - GB19500020472 19500817
 AP - GB19500020472 19500817
 DT - **
 CCI - [B61J1/10](#)
 PA - FREDERICK GILBERT MITCHELL
 TI - Improvements in or relating to wagon traversers
 AB - 692,492. **Railway** wagon traversers. MITCHELL, F. G. Aug. 15, 1951. [Aug. 17, 1950] No. 20472/50. Class 104 (ii).
 A **railway** wagon traverser has a carriage which is movable along a track arranged transversely to a set of parallel **railway** sidings and is surmounted by a travelling mechanism movable thereon in a direction parallel to the sidings and comprising two or more trolleys mounted one above the other and movable bodily and also relative to one another in the same direction so that the effective movement imparted to one of the trolleys, which is provided with catch means for engaging a wagon to be moved, is greater than the width of the carriage. A carriage 19 mounted on **rails** 24 disposed at right angles to siding **rails** 15 has mounted thereon a section of the **rails** 15 for the passage of a wagon 67 and **rails** 16 for the passage of a trolley 17. The trolley 17 carries a secondary trolley 26 movable thereon on flanged wheels running in channels 29 and is moved over the **rails** 16 by a pair of ropes 23 passed over pulleys 25 at the ends of the carriage 19 and attached to driving drums 22 and at their ends anchored at 27 on the trolley 17. The secondary trolley 26 is moved by a pair of



ropes 31 attached to anchorages 32 on the carriage 19 and at one end passed over pulleys 33 mounted at one end of the trolley 17 and attached to a spring device 34 on the trolley 26 and a pair of ropes 35 also attached to the anchorages 32 and passed over pulleys 36 at the other end of the trolley 17 and attached to the other end of the spring device 34. The carriage 19 and the trolleys 17, 26 are moved by an electric motor 18 through an epicyclic gear mechanism 20. The mechanism 20 has two brake drums and when the trolleys 17, 26 are to be moved a band brake 61 is applied to one drum through levers 62 and solenoids 63 so that the drums 22 are driven through bevel gears 52, 53 and pinions 55, 56 and when the carriage 19 is to be moved a band brake 61 is applied to the other drum so that a shaft 59 is rotated through a train of gear wheels. A catch 38 on the secondary trolley 26 engages with an axle 66 to move the wagon 67. After the carriage 19 is aligned with the siding **rails** 15, 16 the drums 22 are driven to move the trolley 17 on to the siding **rails** 16 and to move the trolley 26 over the trolley 17 so that the catch 38 may engage axle 66. The trolley 26 is then moved further to the right to rotate the catch 38 from the position shown in Fig. 7 to that shown in Fig. 6 and to withdraw a connecting rod 68 from above a stop pin 69 which is then moved upwards by a balance weight 70. The wagon is thereupon pulled onto the traverser and moved to align with the required siding and

pushed thereonto. A shock absorber 75 limits the rotation of the catch 38. Towards the end of this movement a roller 78 mounted on a lever 82 pivoted on a lever 71 rolls on to a **cam plate** 80 of a tripper 77 and is pivoted in a clockwise direction against a spring 83 and at the same time a pair of pawls 79, freely mounted on either side of the lever 71 run idly over ratchet grids 81 as the trolley 26 is moved to the extreme right hand position shown dotted in Fig. 1. The trolleys 17 26 after reaching the extreme right hand position are returned to their initial position and as the return movement is commenced one of the pawls 79 engages a ratchet grid 81 to tilt the lever 71 to withdraw the stop pin 69 to disengage the catch 38 from the axle 66. The spring 83 pulls the lever 82 to lift the pawls 79 away from the grid 81 once the lever 71 has been tilted. Specifications 550,529 and 628,500 are referred to.

- 6/6 © EPODOC / EPO
- PN - [GB794736](#) A 19580507
- PR - GB19550014097 19550516
- AP - GB19550014097 19550516
- DT - *
- CCI - [B61J3/08](#)
- PA - FREDERICK GILBERT MITCHELL
- TI - Improvements in or relating to vehicle handling mules
- AB - 794,736. Propelling **rail** vehicles. MITCHELL, F. G. May 16, 1956 [May 16, 1955], No. 14097/55. Class 104 (2). A vehicle handling mule comprises a carriage movable on **rails** set within the gauge of a **railway** track and



having a linkage connected to a pusher assembly for a vehicle, the linkage when engaging a track stop raises the pusher assembly and when cammed over the track stop acts as a strut to maintain the pusher assembly elevated. A pair of pusher arms 6 with stepped blocks 7 for engaging the headstock of a vehicle are pivoted at 5 to a carriage 1 which is hauled along tracks 3 set within a standard gauge rail track by means of cable 11, 12. Each arm 6 has pivoted thereto a link 14 the other ends of the links being joined by a roller 15 which raises the arms 6 when the roller strikes a track stop 17. The roller is guided along horizontal and inclined parts 21, 22 and into an indentation 23 of a **cam plate** 16 which is secured on the carriage and maintains the arms 6 in raised position. Each link is secured by a pin 24 on the link which lifts latch bars 25 pivoted at 5 to the carriage before the latch or bars engage with the pins. Hooked parts 26 on the links engage stops 27 on the arms 6. The arms are lowered when the carriage is moved rearwardly and a roller carried at the lower ends of a pair of links 32 pivoted on the carriage strikes a track stop 31. The links 32 are pivoted to abutment arms 35 comprising a horizontal part 41 having a roller 42 running on cam plates 43 and an inclined part with rollers 44 which contact the latch bars 25 and lift them to disengage the pin 24. The ends of the abutment arms 35 engage projections 45 on the links 14 to move the roller 15 down the inclined part 22 of the

cam plates 16, the pusher arms
lowering under their own weight.

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