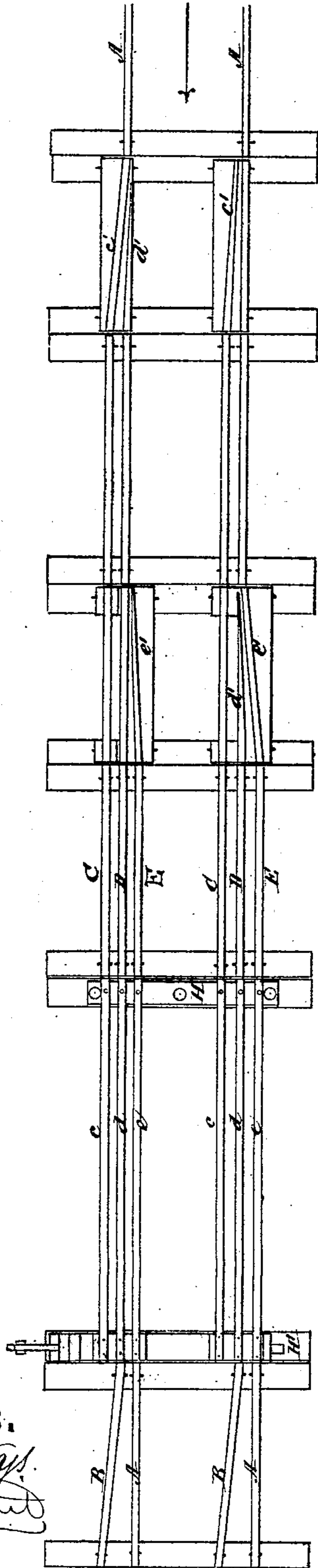


W. A. SLINGERLAND.

Railway Switches.

No. 144,930.

Patented Nov. 25, 1873.



Witnesses.

G. M. Barry
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Inventor.

Wm A. Slingerland

Per

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UNITED STATES PATENT OFFICE.

WILLIAM A. SLINGERLAND, OF NEW YORK, N. Y.

IMPROVEMENT IN RAILWAY-SWITCHES.

Specification forming part of Letters Patent No. **144,930**, dated November 25, 1873; application filed October 11, 1873.

To all whom it may concern:

Be it known that I, WILLIAM A. SLINGERLAND, of the city, county, and State of New York, have invented a new and Improved Railway-Switch; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing forming a part of this specification, in which my invention is represented in plan view.

The invention relates to means whereby the liability of a train to running off the track in consequence of the misplacement of a switch is avoided. It consists in a peculiar mode of combining a three-rail switch and two pairs of frog-rails, as hereinafter described.

A A represent the main, and B B a side or branch, track. C C is one pair of short tracks, having switch-rails *c c* pivoted at one end, and frogs *c' c'* placed at the other; and D D is another pair of tracks, having the switch-rails *d d* at one end, and the frog-rails *d' d'* at the other; while E E is a third pair of tracks, having switch-rails *e e* at one end, and in-turned frog-rails *e' e'* at the other. These three switch-rails *c d e* are all pivoted on the

same stationary plate H and movable one H', in the usual manner.

By placing these parts in this relation to each other, every train moving in direction of the arrow is prevented from taking the rails C C, and compelled to take the middle rails D D, which always connect with track A A or B B; while a train moving in the opposite direction to that of the arrow, from either track A A or B B, will lead to frog-rails *c' c'* or *d' d'*, or the turn-in rails *e' e'*; hence, under no circumstances can a train be accidentally thrown from the track by the carelessness of the switch-tender.

I am aware that frogs and two or three rail switches are well known; but

What I claim is—

The combination, with main track A A and branch B B, of intermediate short tracks C D E, having each a switch at one end and a frog or turn-in at the other, as and for the purpose described.

W. A. SLINGERLAND.

Witnesses:

SOLON C. KEMON,
CHAS. A. PETTIT.