

(No Model.)

J. H. CROWLEY & B. M. TEMPLE.

RAILROAD SWITCH.

No. 291,988.

Patented Jan. 15, 1884.

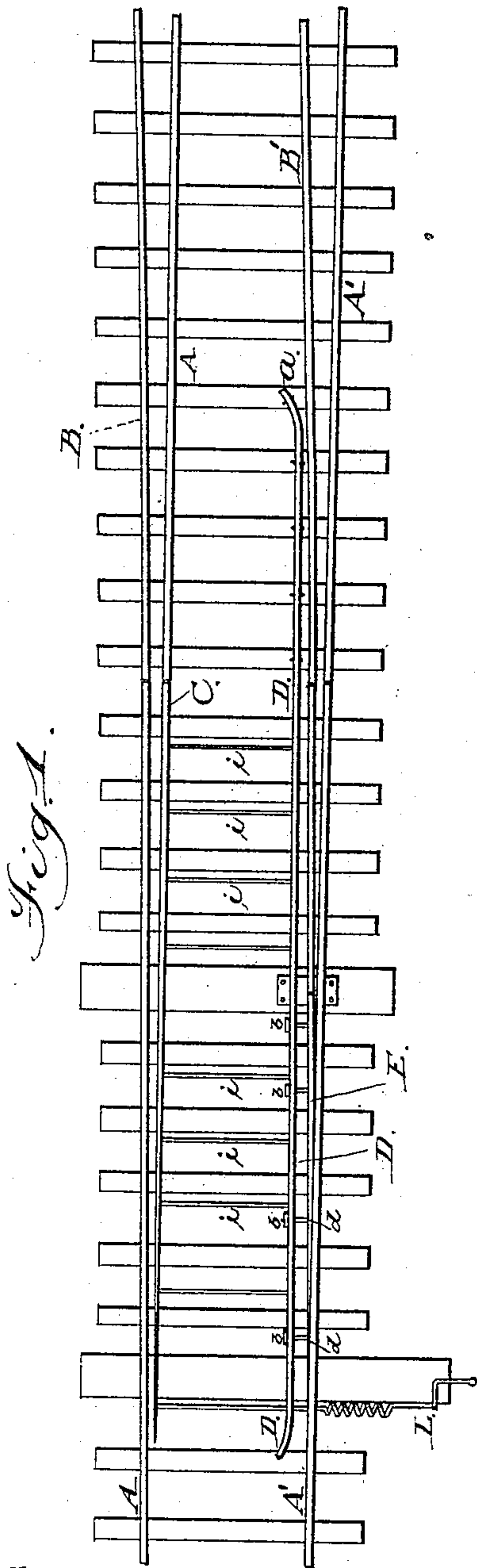


Fig. 1.

Witnesses;

Walter Fowler
H. B. Applebait

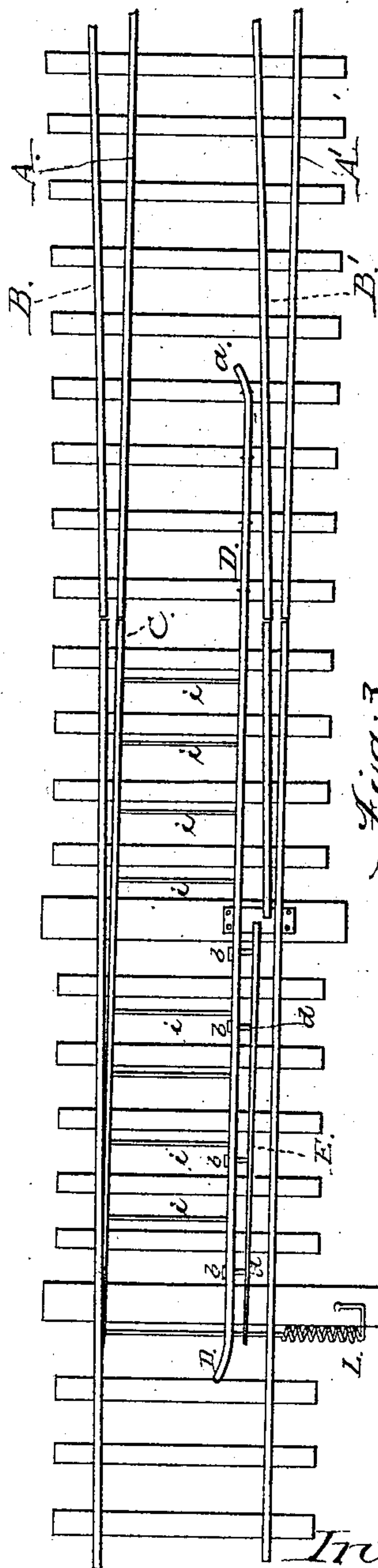
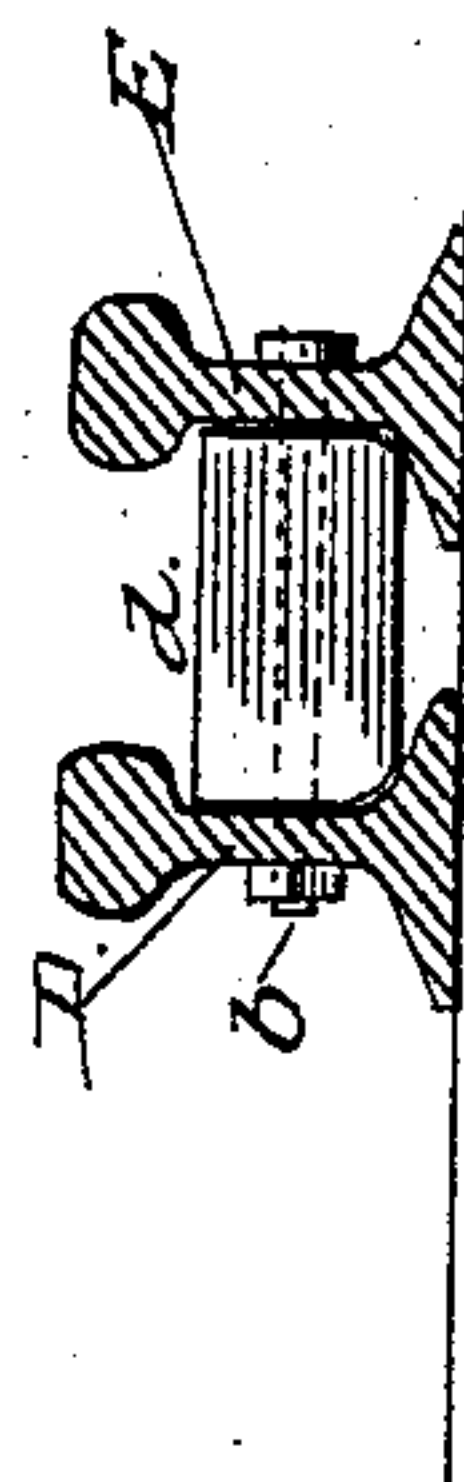


Fig. 2.

Fig. 3.

Inventor

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UNITED STATES PATENT OFFICE.

JOHN H. CROWLEY AND BERNARD M. TEMPLE, OF GALVESTON, TEXAS.

RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 291,988, dated January 15, 1884.

Application filed July 13, 1883. (No model.)

To all whom it may concern:

Be it known that we, JOHN H. CROWLEY and BERNARD M. TEMPLE, of the city of Galveston, county of Galveston, and State of Texas, have invented a new and Improved Railroad-Switch; and we hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a plan view showing the siding connected to the main-line track. Fig. 2 is a plan view showing the siding disconnected from the main line. Fig. 3 is a detail view, showing the short switch-rail attachment.

Our invention relates to split switches, and particularly is an improvement upon the switch shown and described in Letters Patent No. 277,684, and dated May 15, 1883, issued to John H. Crowley and Bernard M. Temple.

Our invention consists in securing the short switch-rail to a long guard-rail, instead of pivoting it to the end of the siding-rail or supporting-plate, the said guard-rail having the end remote from the short switch-rail spiked securely to the track, and the end carrying the switch-rail provided with lever or other moving devices whereby the switch-rails are thrown.

In order that those skilled in the art may make and use our invention, we will proceed to describe the manner in which we have carried it out.

In the said drawings, A and A' are the main-track rails, and B B' the side-track rails. At the end of main-track rail A is pivoted the butt-end of the longer switch-rail C. A long guard-rail, D, lies alongside of the side-track rail B', and between the rails B B'. This guard-rail extends from about a point, *a*, behind the butt of the long switch-rail C down to the point of said rail. All that portion of the guard-rail D from its end *a* down to a point about opposite where the long switch-rail is pivoted to main-track rail A is securely spiked down to the ties; but the remainder of the

length of the guard-rail is not fastened to the ties.

Secured to the side of the guard-rail, in a manner hereinafter set out, is the short switch-rail E, which is designed to connect the side rail B' with the main-track rail A'. The short switch-rail E is secured to the guard-rail D by means of bolts *b*, which pass through the rails and intermediate bolsters, *d d*, inserted between the guard-rail and short switch-rail, so that when the nuts are tightened the rails D and E are rigidly secured to each other, a space intervening, due to the bolsters *d d*.

In order that the guard-rail D and switch-rail C may always move together and maintain a proper relative position, they are connected by sundry tie-rods, *i i i*, and they move together to open or close the switch.

The lever to throw the switch is seen at L, and operates substantially in the same manner as does the lever in Patent No. 277,684, heretofore recited. The guard-rail, when moved by the lever at its loose end, springs over until the short split rail registers with the side-track rail, and the track is in position to shunt the train onto the side track.

It will be observed that there are in this construction no short tie-rods between the main-track rail and the short switch-rail, thereby avoiding the breaking or bending of them by a car running off the track.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a split switch, the guard-rail D, secured to the track at one end, *a*, and carrying on its loose end the short split rail E, rigidly secured thereto with intervening bolsters, *d d*, in combination with the long pivoted switch-rail C and lever L, all constructed, arranged, and operated substantially as set forth.

JOHN H. CROWLEY.

BERNARD M. TEMPLE.

Witnesses:

E. J. MARSHALL,
J. BOILLIN.