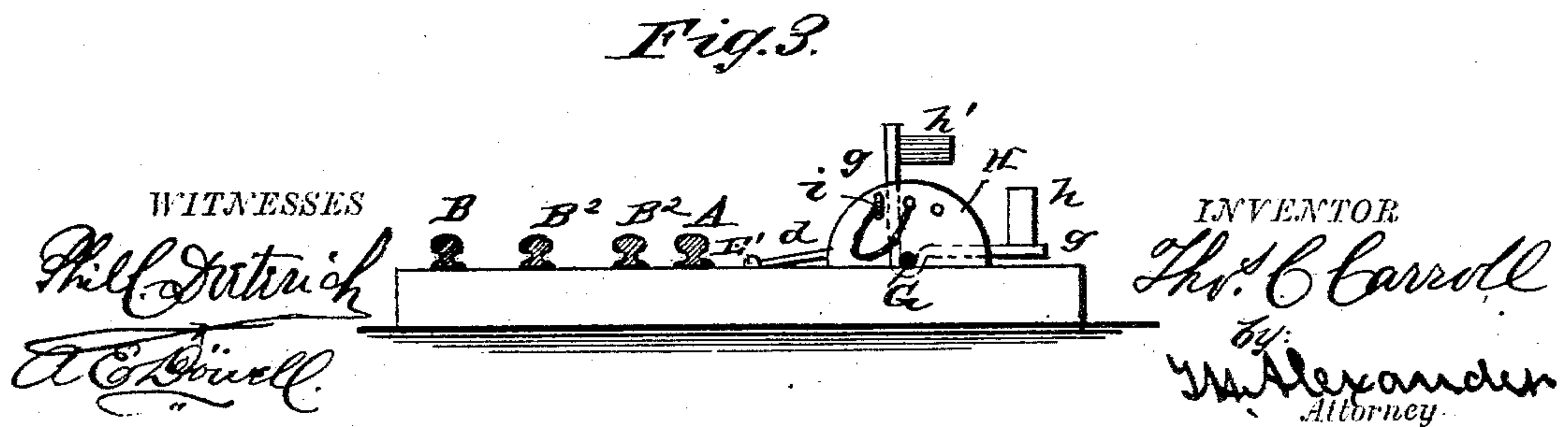
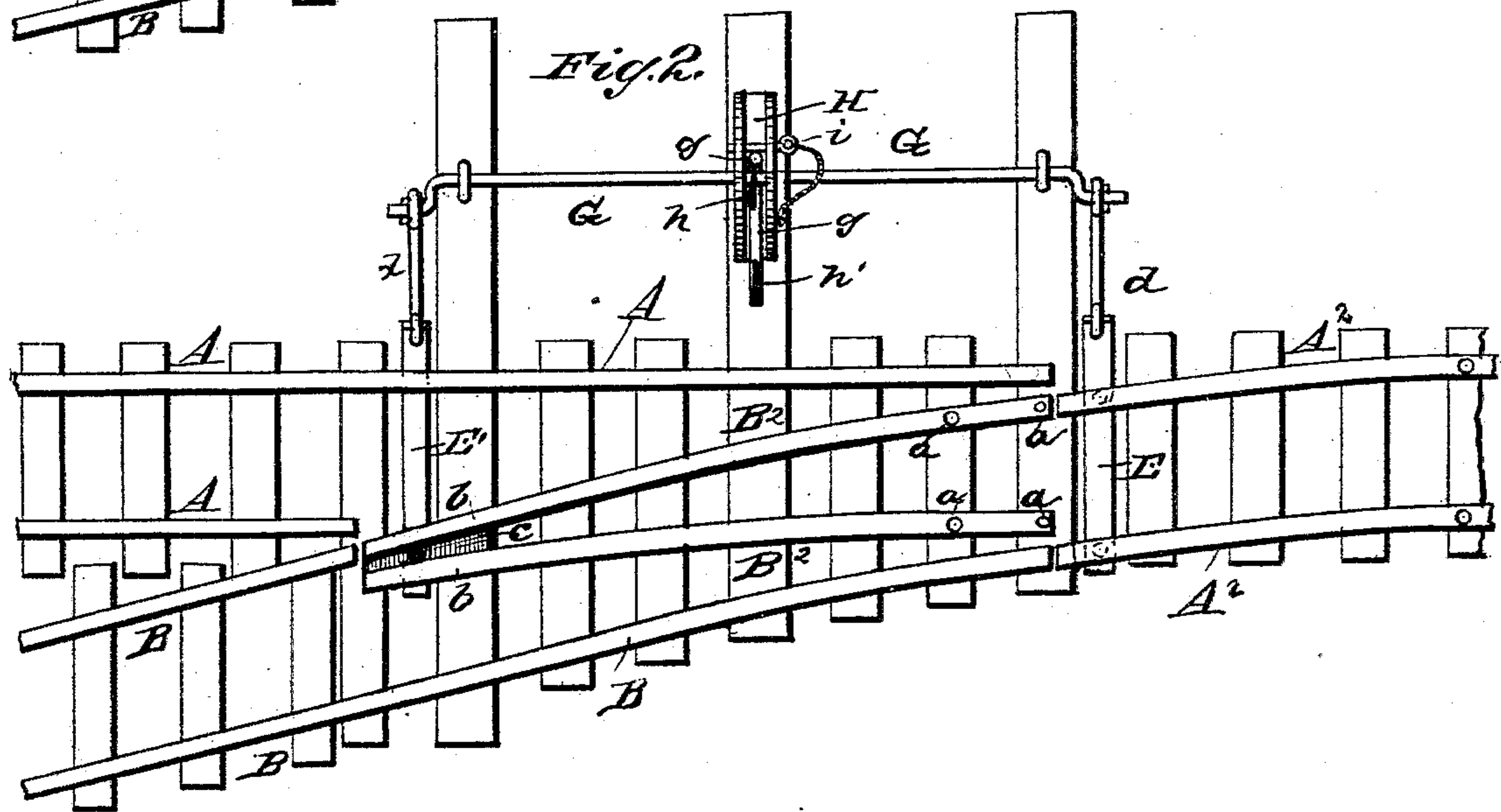
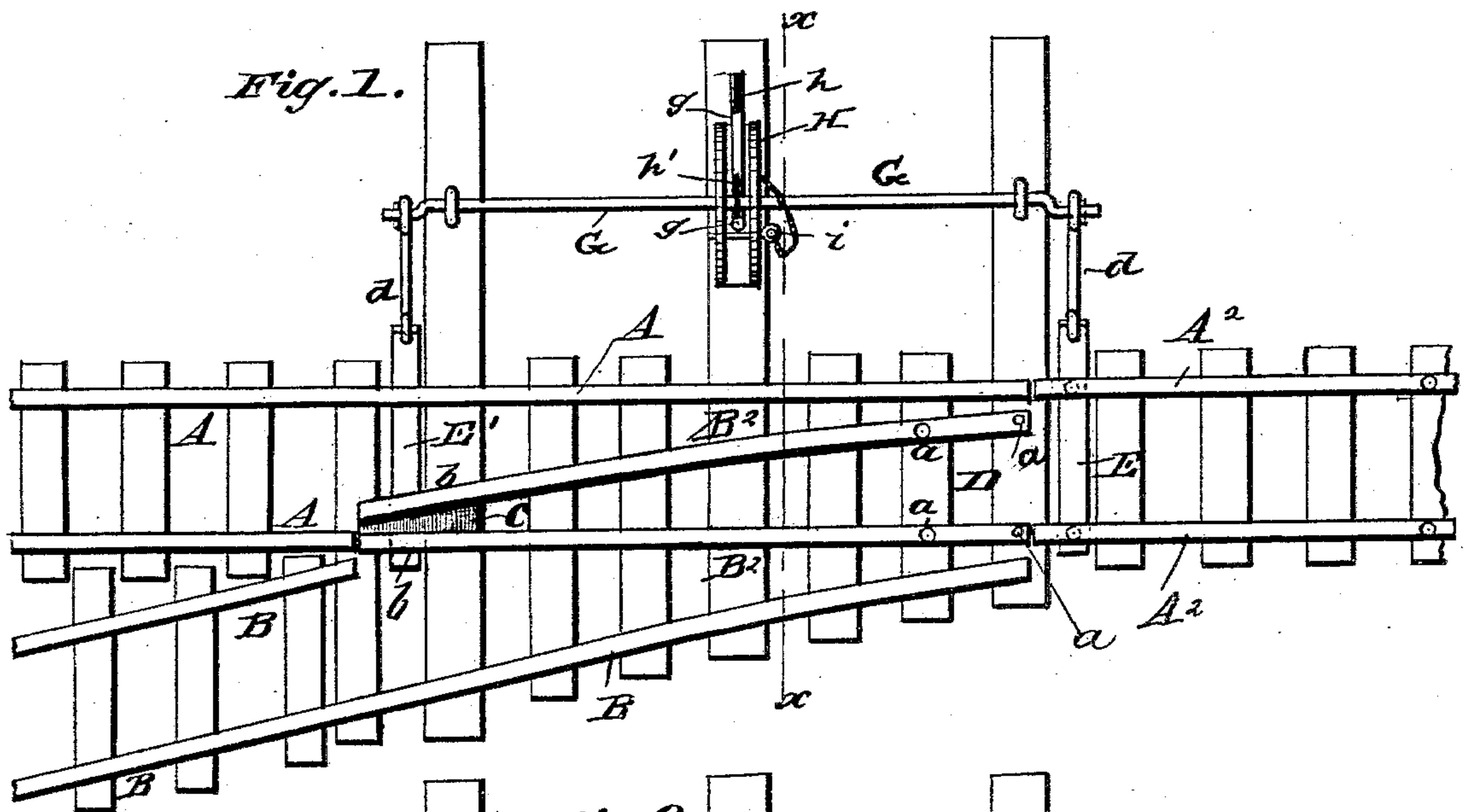


(No Model.)

T. C. CARROLL.
RAILROAD TRACK.

No. 300,306.

Patented June 10, 1884.



UNITED STATES PATENT OFFICE.

THOMAS CHRISTIE CARROLL, OF WEST PLAINS, MISSOURI.

RAILROAD-TRACK.

SPECIFICATION forming part of Letters Patent No. 300,306, dated June 10, 1884.

Application filed January 4, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS C. CARROLL, of West Plains, in the county of Howell and State of Missouri, have invented certain new and useful Improvements in Railroad-Tracks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a plan view of a portion of the main track and siding-track of a railroad, showing my improved switch, the latter being adjusted for the main track. Fig. 2 is a similar view of the same parts, showing the switch adjusted for the siding-track. Fig. 3 is a vertical cross-section through Fig. 1, taken in the plane indicated by the dotted line *x x*.

My invention relates to improvements on what are known as "spring-rail switches;" and it consists in a certain novel construction of railroad-track, as will be fully understood from the following description when taken in connection with the annexed drawings.

A designates the stationary main-track rails, and B the stationary side-track rails, which rails may be of the well-known T shape, and they may be spiked down to their cross-ties in the usual manner.

A²A² designate the laterally-movable spring-sections of the main-track and siding rails, and B²B² are the laterally-movable spring switch-rails. The general arrangement of all the rails is substantially like that of rails now in use at the junction of a side track with a main track. At *a a* the ends of the switch-rails B²B² are immovably secured to the cross-ties D, and at *b b* these rails are laterally movable, and are pivoted or loosely attached to an intermediate block, *c*, leaving a space between them for allowing a free passage of the wheel-flanges.

One of the switch-rails B² is designed to form part of a crossing for the side-track rails, and the other switch-rail B² forms part of a crossing for the main track when adjusted in line therewith.

It will be observed that the ends *b b* of the switch-rails B², and also the ends of the main-track sections A²A², are laterally movable.

E designates a rod or cross-tie, which is pivoted or otherwise loosely attached to the base of the main-track sections A²A² at their free ends, and E' is a rod which is pivoted or otherwise attached to the base of the block *c*.

To the outer ends of the cross-tie E and rod E' connecting-rods *d d* are hinged, which latter are connected to the cranked ends of an oscillating shaft, G, having its bearings on extensions of three cross-ties. On the intermediate cross-tie is substantially secured a frame, H, of a segmental form, in which the shaft G also has a bearing. From this shaft G radiate at right angles to each other two rods, *g g*, bearing on their outer ends prominent signals *h h'*, one of which indicates the rails A²B², set for the main track, and the other indicates when the switch is adjusted for the side track. Thus, when the switch is adjusted for the side track, the signal *h* will be prominently exposed to view, and when the switch is adjusted for the main track the signal *h'* will be erected.

It will be observed that the free ends of the main-track-rail sections A²A² and the free ends of the switch-rails B²B² are moved simultaneously by adjusting the signals *h h'*. The said movable rails are safely held in the desired position by means of a pin, *i*, or other suitable fastening applied to the frame H.

By my invention I avoid the uncertainty and cost of frogs and guard-rails, and make a positively safe switch.

I am aware that railroad-switches have been constructed with spring-rail sections, and such devices I do not broadly claim.

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

The combination, with the stationary main-track and siding rails, of the springing switch-sections B²B², connected to a block, *c*, the rod E', pivoted or otherwise loosely connected to this block, the springing rail-sections A²A², the rod E, pivoted or otherwise loosely connected to these sections, the signal-arms connected to crank-shaft G, and the rods *d*, connecting the rods E E' to said shaft, all constructed and adapted to operate substantially in the manner and for the purposes described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

THOMAS CHRISTIE CARROLL.

Witnesses.

W. K. DAVIS,
D. A. HUSSEY.