

(No Model.)

A. E. BACH.
RAILWAY SWITCH.

No. 313,798.

Patented Mar. 10, 1885.

Fig. 1.

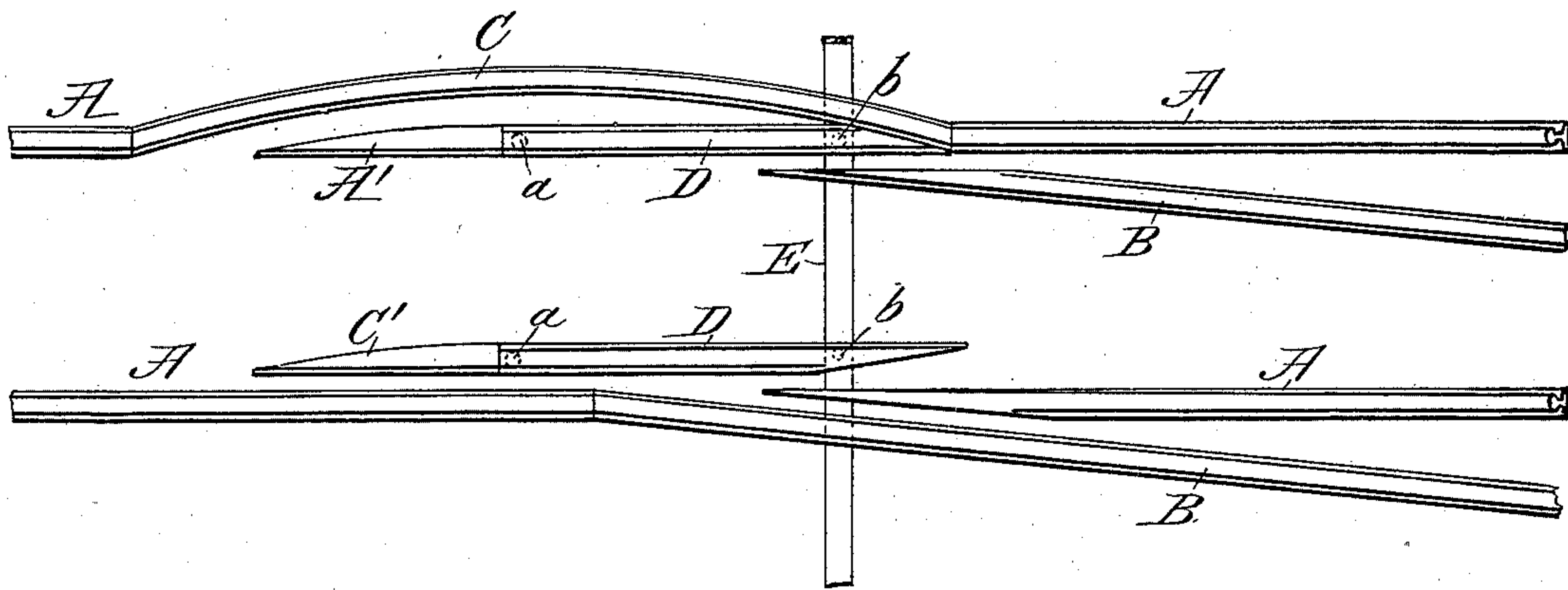
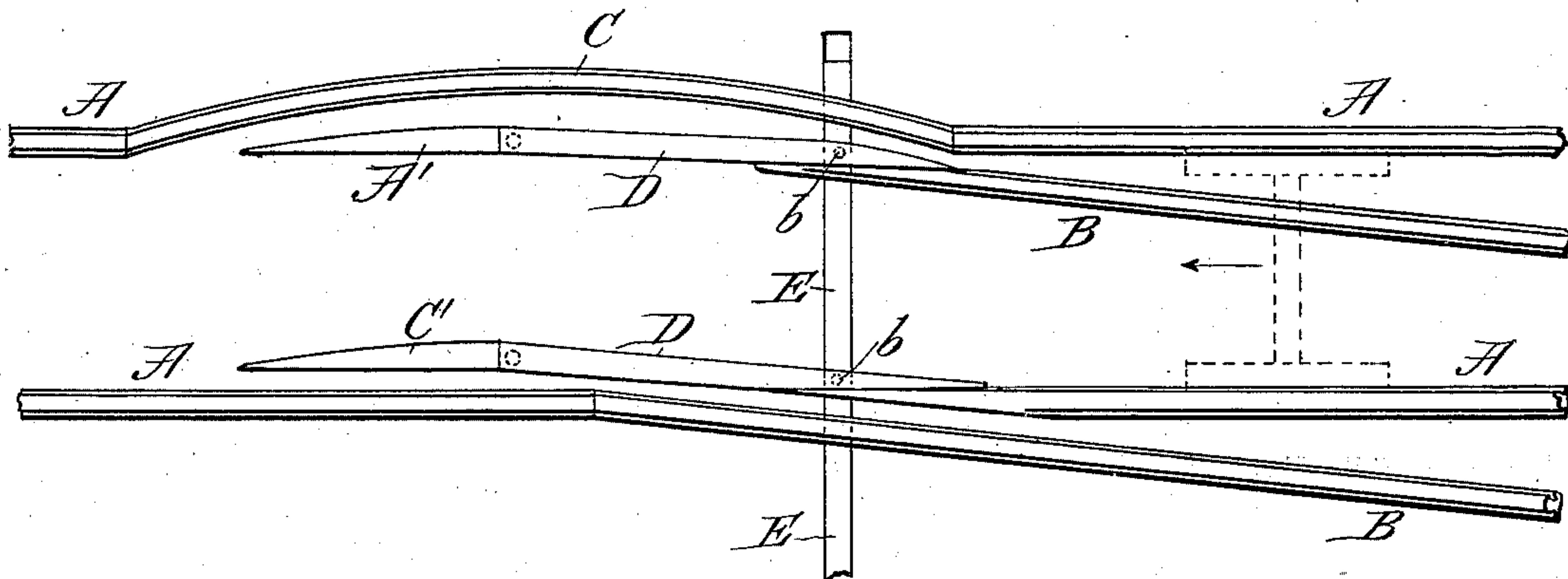


Fig. 2.



Attest:

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UNITED STATES PATENT OFFICE.

ANDREW EDWARD BACH, OF OTTAWA, ILLINOIS.

RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 313,798, dated March 10, 1885.

Application filed April 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, ANDREW EDWARD BACH, a citizen of the United States, residing at Ottawa, in the county of La Salle and State of Illinois, have invented certain new and useful Improvements in Railroad-Switches; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in railroad-switches; and it consists in the peculiar construction and arrangement of parts, as will be hereinafter more fully described, and then specifically pointed out in the claim.

In the annexed drawings, which fully illustrate my invention, Figure 1 is a plan view of my improved switch, showing the same closed or set for the main track, and Fig. 2 is a similar view showing the switch opened or set for the siding.

Like letters indicate like parts in both the views.

The letters A A represent the rails of the main track. B B represent the rails of a side track.

C C' are two extra rails used in connection with the main track. The rail C is slightly curved outward or bulged, as shown, and is inserted between two rails of the main track and forms a continuous connection with the main rail on one side of the track. The point-rail C' is short and tapering, and is placed on the other side of the track opposite the rail C, and parallel with but separated from the main track A by a space sufficient to permit the easy passage of the car-wheel flange. A short piece of rail, A', is secured in place opposite the piece C', so as to leave a sufficient space between said rail or point A' and the rail C for the passage of the wheel-flange. The points A' C' are securely fixed to the ties or sleepers, and each is beveled or slightly curved on the side toward the curved rail C, so as to guide the wheels in passing from one track to the other.

D D represent the switch rails or bars placed with their ends adjacent to the pieces A' and C', and pivoted to the ties or sleepers at the points a a, and to the switch-bar E at the points b b, as shown. The switch-bar E is operated by any suitable arrangement of levers, which forming no part of my invention is not shown.

The operation of the device is as follows: When the switch is closed, as shown in Fig. 1, trains may move in either direction along the main line or track A. Trains may also take the main track A from the side track, B, without any movement of the switch-bar E. When the switch is open, as shown in Fig. 2, the switch-rails D D are in such position that a train may pass on the main track from right to left, as indicated by the arrow, in safety, the flange of the car-wheel following the curved rail C on one side and the switch D on the other, and thus pass again to the main tracks A A, being guided thereto by means of the short pieces A' C', while a train may also leave the side track and take the main track without any movement of the switch-bar. Whether the switch is in an open or closed position a train cannot get off the track either when moving on the main track or on the side track.

It will thus be observed that my invention affords a simple and effective means of keeping a train on the track, no matter which way the train may be moving, and without regard to the position of the switch.

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

In a railroad-switch, the combination of the main track A A, side track, B B, fixed curved rail C, interposed in one side of the main track, the fixed point-rails A' C', switch-rails D D, and switch-bar E, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW EDWARD BACH.

Witnesses:

THOS. C. FULLERTON,
W. BUSHNELL.