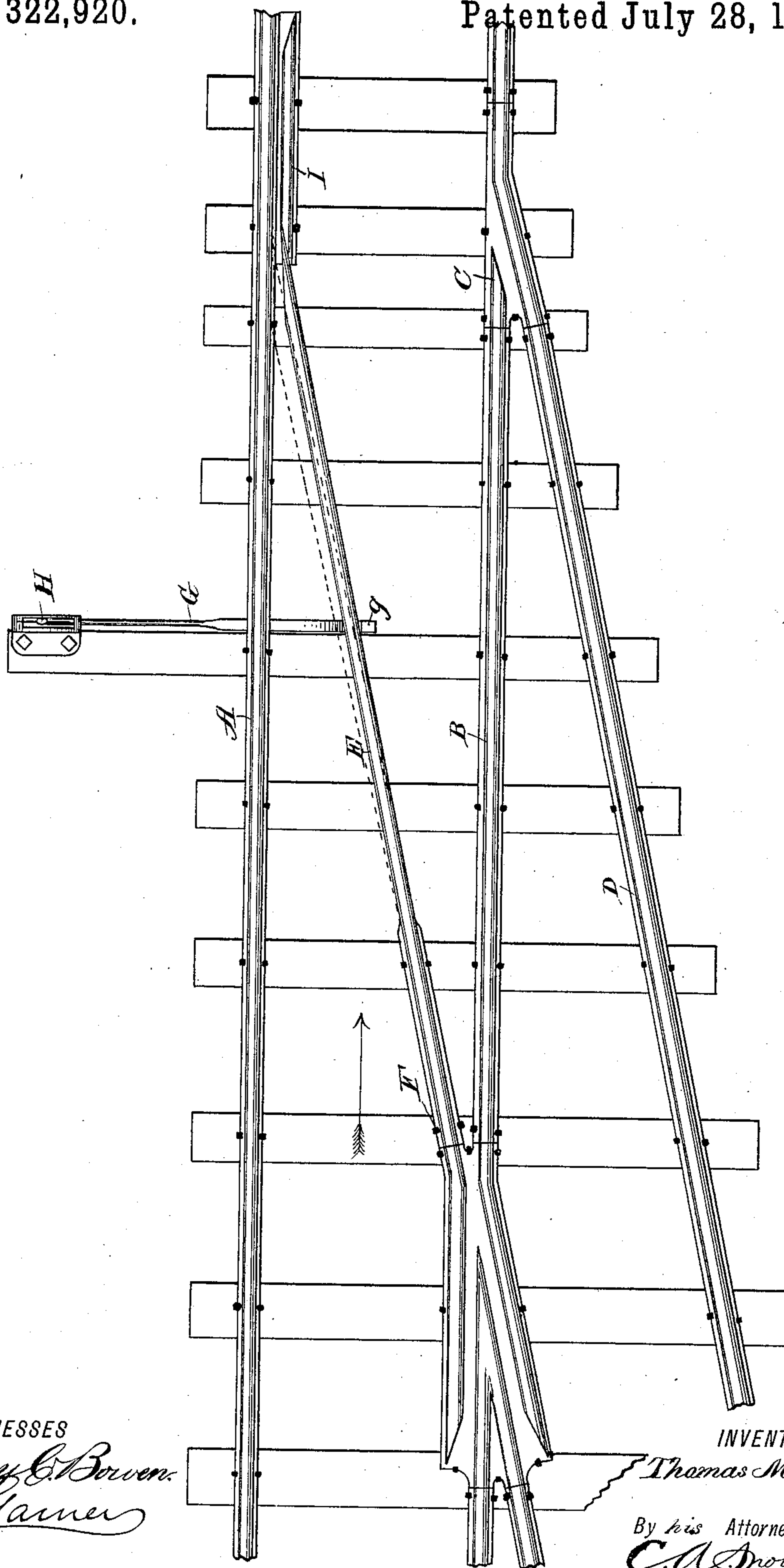


(No Model.)

T. M. FOOTE.  
RAILROAD SWITCH.

No. 322,920.

Patented July 28, 1885.



WITNESSES

*Percy C. Bowen.*  
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# UNITED STATES PATENT OFFICE.

THOMAS M. FOOTE, OF BLACK WOLF, KANSAS.

## RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 322,920, dated July 28, 1885.

Application filed April 8, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS M. FOOTE, a citizen of the United States, residing at Black Wolf, in the county of Ellsworth and State of Kansas, have invented a new and useful Improvement in Railroad-Switches, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to an improvement in railroad-switches; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claims.

The accompanying drawing represents a top plan view of a railroad-switch embodying my invention.

A B represent the main-track rails; C, the frog; D, the side rail, and E the switch-rail. This switch-rail is bolted securely at one end, as at F, and its other end is permitted to play back and forth so as to open or close the switch, as shown in dotted lines, and is operated by a switch-rod, G, and a switch-stand and lever, H, in the usual manner. A guard-rail, I, is secured on the inner side of the rail A. The switch-rail, when the main track is clear, bears against one end of the guard-rail. The switch-rail E, being firmly secured at one end, is thus converted into a spring-rail, and bears normally at its free end against one end of the guard-rail, which is beveled at the point of engagement, as shown, so as to receive the free end of the switch-rail. The latter thus keeps the main track normally open. In the event that the switchman should neglect to open the switch-rail after having switched a train onto the side track, the wheels of a train approaching in the direction indicated by the arrow would open the switch, the connected end *g* of the rod G forming the

fixed point from which the rail would yield and allow the train to pass safely by and thus avert great loss of life and property. It will be seen that the rod G is connected to the spring switch-rail at about midway of the length thereof, thus allowing a sufficient portion of the switch-rail between its free end and the point of attachment to the rod to permit the free end of the rail to yield before the wheels of a train advancing in the direction of the arrow, as before described.

A switch thus constructed is exceedingly cheap and simple, is adapted to operate in all kinds of weather, and by its use many railroad accidents resulting from the negligence of switch-tenders would be obviated.

Having thus described my invention, I claim—

1. The combination, with the main and side tracks, of the guard-rail having the beveled end, and the switch-rail E, which is fast at one end, and adapted to bear or spring at its free end normally against the beveled end of the guard-rail, for the purpose set forth, substantially as described.

2. The combination, with the main and side tracks, of the guard-rail, the switch-rail E, fast at one end and adapted to spring or bear normally at its free end against the guard-rail and keep the main track open, and the rod G, for moving the switch-rail, connected to the latter at a distance from its free end, for the purpose set forth, substantially as described.

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

THOMAS M. FOOTE.

Witnesses:

IRA E. LLOYD,  
GEORGE ERDTMANN.