

(No Model.)

J. McK. ALFORD.
PORTABLE RAILWAY SWITCH.

No. 370,754.

Patented Oct. 4, 1887.

Fig. 1.

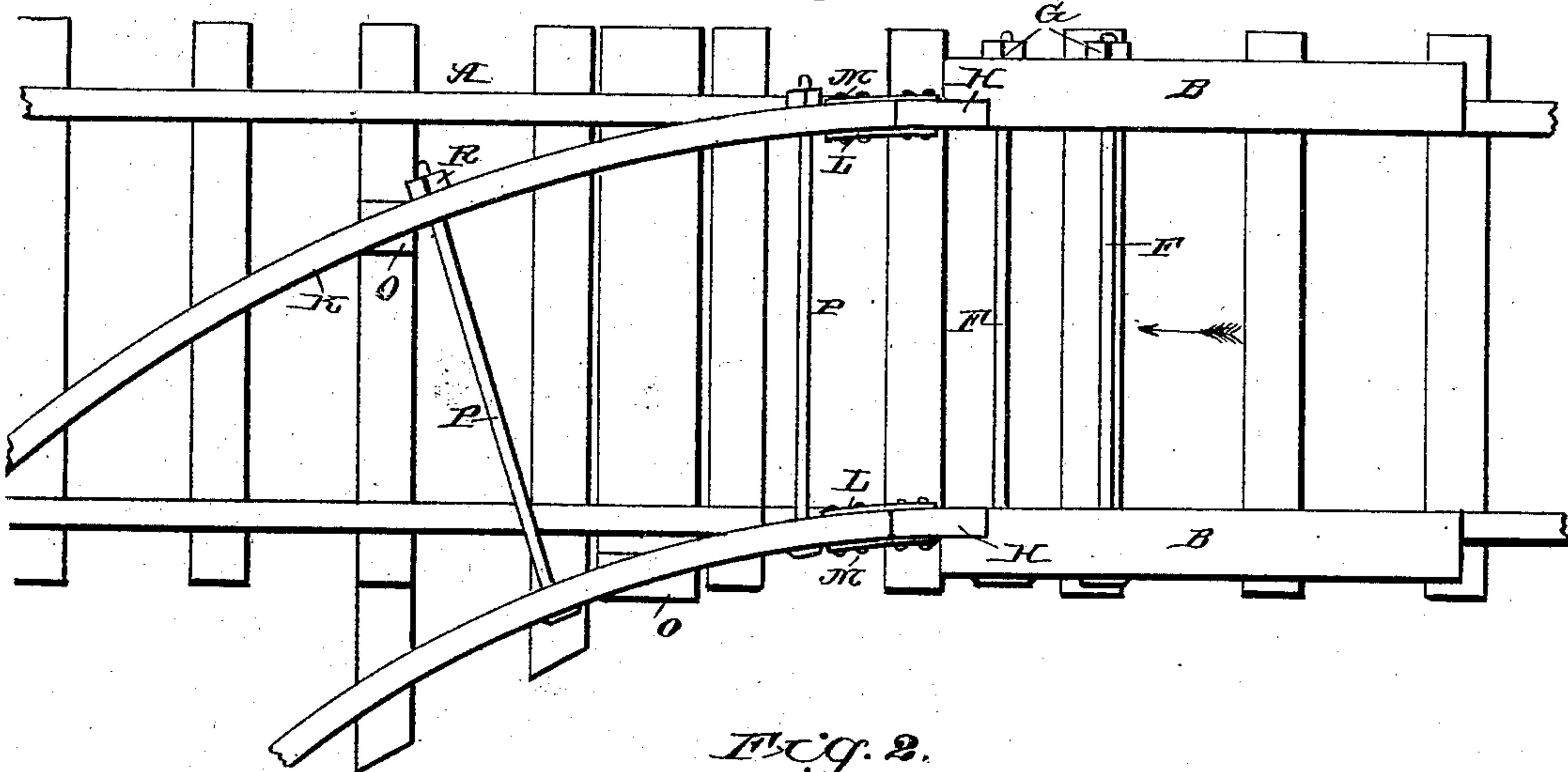


Fig. 2.

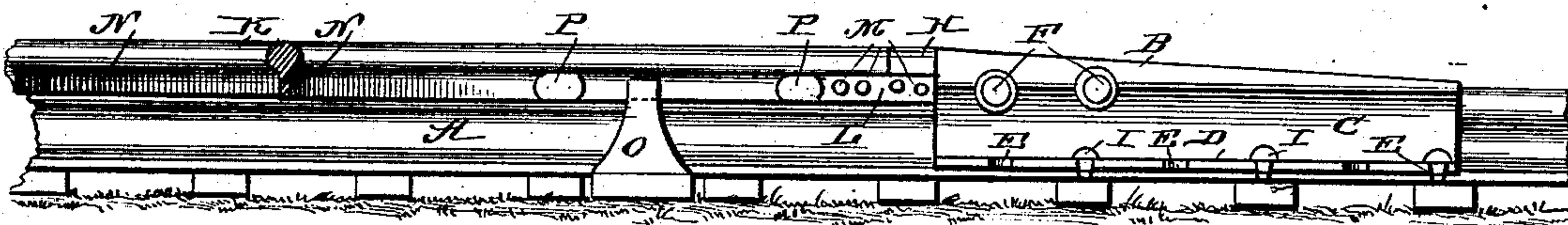
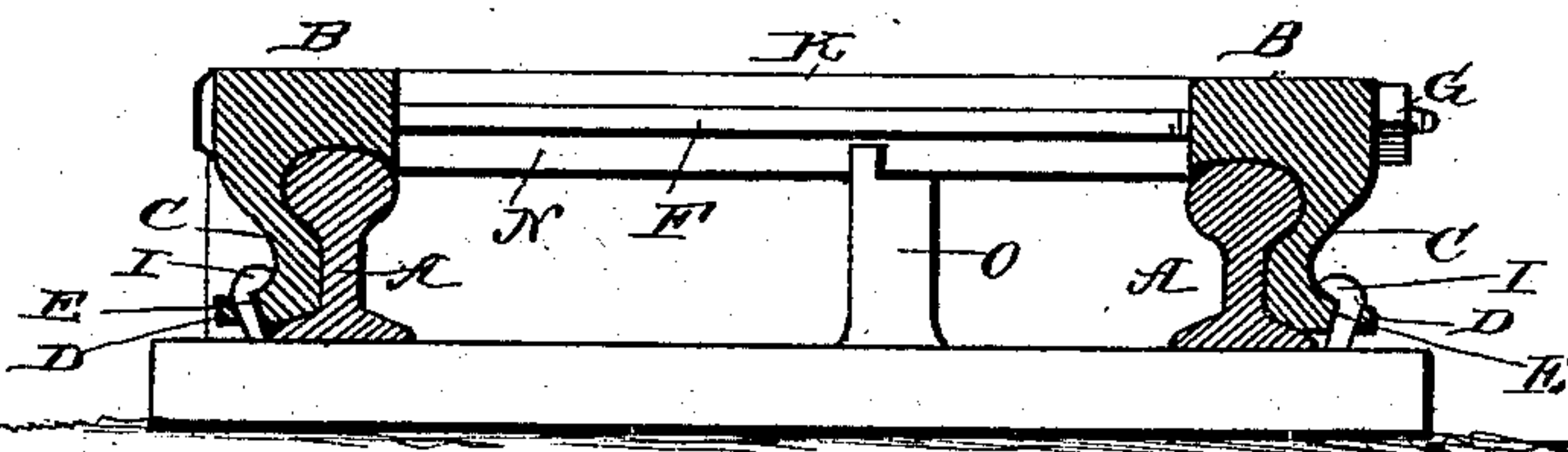


Fig. 3.



Witnesses

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JOHN MCKAY ALFORD, OF FLORAL COLLEGE, NORTH CAROLINA.

PORTABLE RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 370,754, dated October 4, 1887.

Application filed June 9, 1887. Serial No. 240,797. (No model.)

To all whom it may concern:

Be it known that I, JOHN MCKAY ALFORD, a citizen of the United States, residing at Floral College, in the county of Robeson and State of North Carolina, have invented a new and useful Improvement in Portable Railway-Switches, of which the following is a specification.

My invention relates to an improvement in portable railway-switches adapted to switch railway-cars onto and off the track, and particularly useful to persons engaged in repairing and building railways; 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.

In the drawings, Figure 1 is a top plan view of a portion of a railway-switch embodying my improvements, showing the manner of attaching the same to a railway-track. Fig. 2 is a side elevation of the same. Fig. 3 is a vertical transverse sectional view.

A represents the main rails of a railway-track. B represents a pair of heads, which are provided on their outer sides with depending sides C, adapted to bear against the outer sides of the track-rails A. At the lower edges of the sides C are formed horizontal laterally-projecting flanges D, in which are a series of vertical open notches or recesses, E. The upper sides of the heads B are adapted to rest upon the tops of the rails A, and are inclined, as shown, the outer ends of the said heads being tapered to a thin point, and thereby adapting the heads to raise the treads of the car-wheels from the track A as the cars travel in the direction indicated by the arrow in Fig. 1. Through the thickened portions of the heads B extend transverse bolt-rods F, which are provided with clamp-nuts G, and are adapted to firmly secure the heads B in position on the outer sides of the track-rails.

H represents ears or offsets which project from the inner corners of the heads B. The heads B are prevented from riding up on top rails A by spikes I, which are driven into the cross-ties, and have their heads extending through the recesses E and engaging the upper sides of the flanges D.

K represents the pair of curved switch-rails,

which have their inner ends attached to the projecting studs H by means of plates L, which lap over the meeting ends of the said switch-rails and studs H, and are secured thereto by means of transverse bolts M. The under sides of the switch-rails K are provided with vertical tongues N, which are adapted to enter similar grooves made in the upper ends of supporting-knees O, the said knees being secured on the cross-ties. By reference to Figs. 1 and 2 it will be observed that the switch-rails are arranged higher than the tracks A and extend across the same. The switch-rails are braced laterally, and are prevented from being deflected out of line by means of bolt-rods P, which extend transversely through the same, and are provided at their outer threaded ends with clamping-nuts R. Side tracks extend from the outer ends of the switch-rails, as will be readily understood, said side tracks being not illustrated in the accompanying drawings.

The operation of my invention is as follows: When a train proceeding in the direction indicated by the arrow in Fig. 1 reaches the heads B, its wheels run up the inclined upper sides of the said heads, and are thereby raised above the top of the tracks A, and are directed onto the curved switch-rails K and by the latter to the side track.

The heads B and the switch-rails K are comparatively light, and are adapted to be attached to the main track and detached therefrom in a very short time, and are easily carried from one place to another.

A portable switch thus constructed is particularly adapted for use by persons engaged in repairing railways, as it enables a construction-train to be readily removed from the main track onto an improvised side track, where it will be out of the way of passing trains.

Having thus described my invention, I claim—

1. The combination, in a portable railway-switch, of the heads B, having the inclined upper sides and provided with the depending side plates, C, adapted to engage the outer sides of the main-track rails, and the bolt-rods F, connecting the said heads B together to clamp the latter in position against the main-track rails, substantially as described.

2. The combination, in a portable railway-switch, of the heads B, having the inclined upper sides and the projecting studs or offsets H at their inner elevated corners, the track-rails K, having their inner ends connected to the said studs or offsets, the said track-rails being arranged above and crossing over the main rails A, and the knees E, to support the switch-rails, substantially as described.

3. The combination, in a portable railway-switch, of the heads B, having the inclined upper sides and adapted to be attached to the main-track rails, the switch-rails K, connected to the heads B, arranged above the track-rails

and crossing the same, the said switch-rails having the depending tongues N on their lower sides, and the supporting-knees having the grooves in their upper ends to receive the tongues N, 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.

JOHN McKAY ALFORD.

Witnesses:

H. C. ALFORD,
W. A. ELLIS.