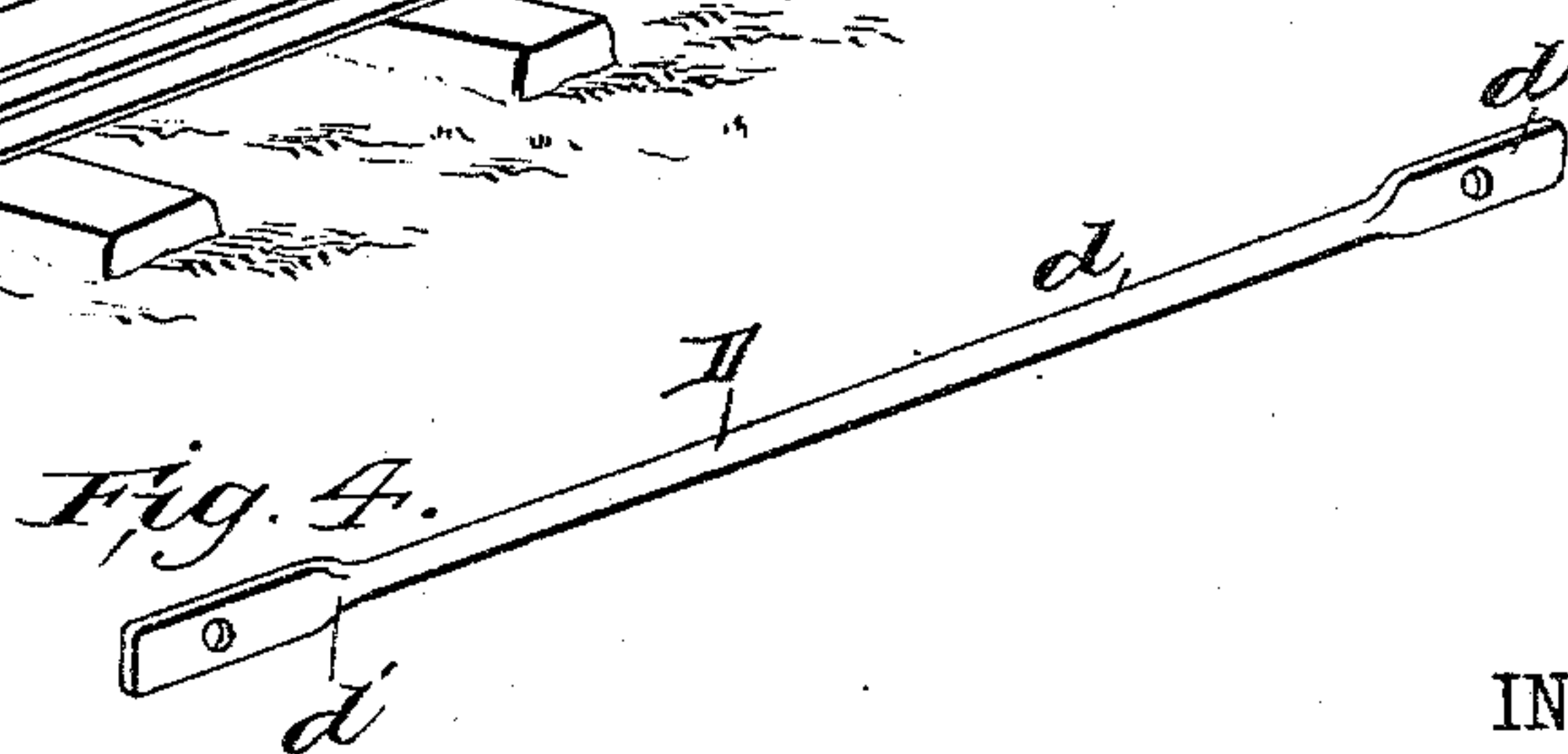
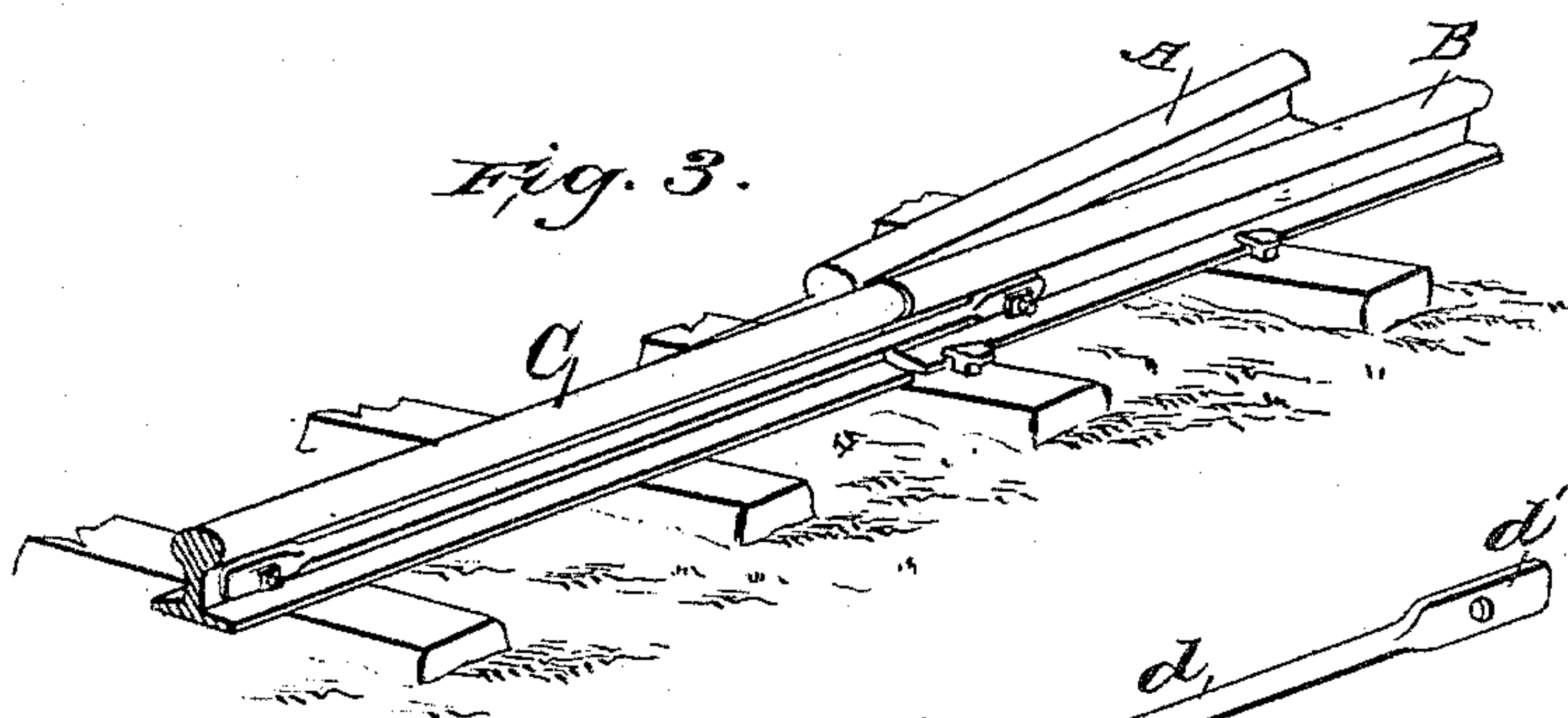
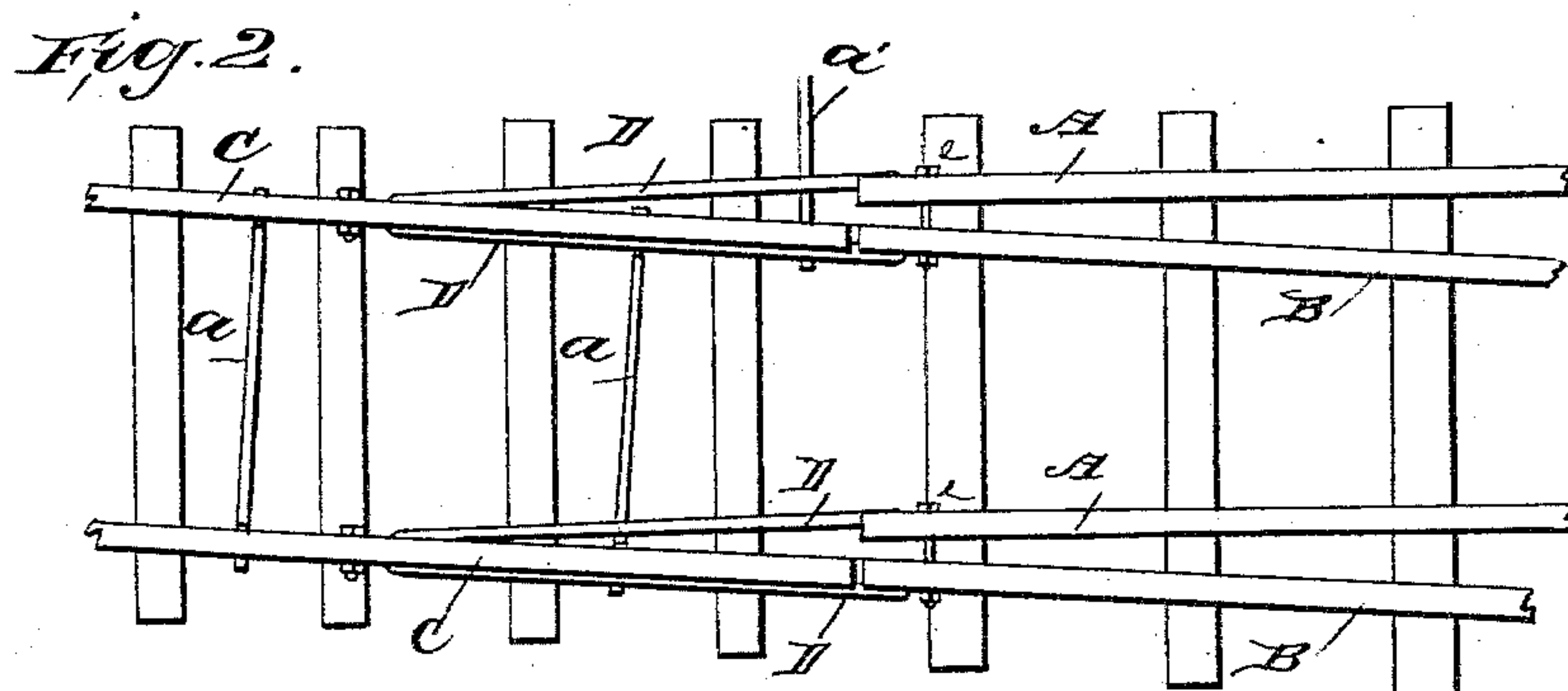
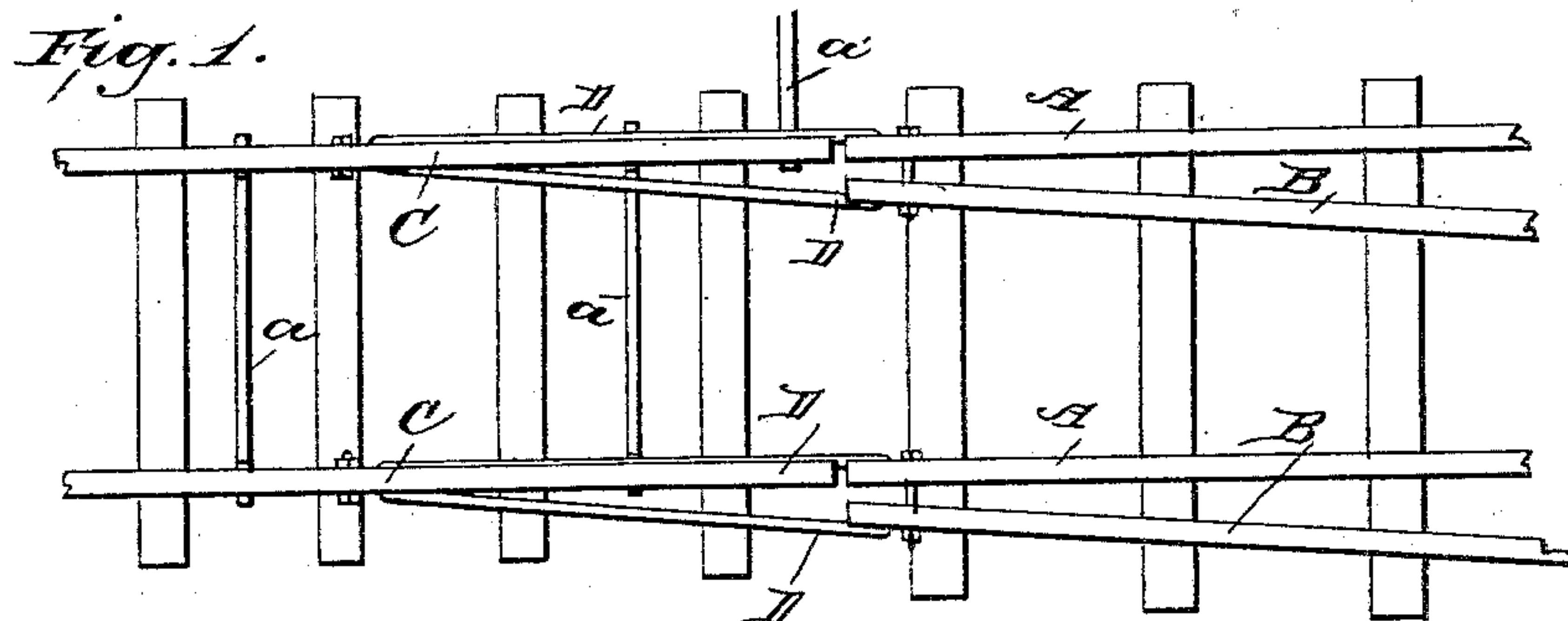


(No Model.)

F. NEMACHECK.
GUIDE BAR FOR STUB SWITCHES.

No. 387,803.

Patented Aug. 14, 1888.



WITNESSES:

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FRANK NEMACHECK, OF APPLETON, ASSIGNOR TO HIMSELF, AND FRED. C. PESLIN, OF WEST DE PERE, WISCONSIN.

GUIDE-BAR FOR STUB-SWITCHES.

SPECIFICATION forming part of Letters Patent No. 387,803, dated August 14, 1888.

Application filed October 25, 1887. Serial No. 253,307. (No model.)

To all whom it may concern:

Be it known that I, FRANK NEMACHECK, of Appleton, in the county of Outagamie and State of Wisconsin, have invented a new and improved Guide-Bar for Stub Switches, of which the following is a full, clear, and exact description.

My invention relates to an improvement in guide-bars for stub-switches, and has for its object to provide a means whereby the switch-rails will be positively guided in alignment with the main rails, and wherein the switch will be prevented from clogging by expansion and contraction, and the creeping of the rails by heat in the summer prevented, and likewise wherein the rails will be prevented from drawing from the switch in winter, and also wherein the ends of the rails and switch will be prevented from flying up when the train passes over them.

The invention consists in the construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figures 1 and 2 are plan views of a switch, in different positions, having my improvement applied. Fig. 3 is a perspective view of a section of the switch and rails, and Fig. 4 is a perspective view of the attachment.

In carrying out the invention, A represents the rails of the main track, B the siding-rails, and C the switch-rails, which are connected, in the usual manner, by the cross-bars *a* and *a'*, forming part of a switch-stand, or by any other suitable or approved apparatus.

In further carrying out the invention, connecting guide-bars D are provided, having a cylindrical body, *d*, purposed to present the least surface for the retention of snow or ice, which body is provided with flattened apertured ends *d'*, as illustrated in Fig. 4. Two of the said guide-bars are employed for use in connection with each switch-rail, the outer guide-bar being, for each rail, attached at one end to the web of the outer rail near the end abutting

the switch-rail, and the other end to the outer web-surface of the switch-rail a distance from its free end, as shown in Fig. 3. The inner guide-bar is attached to the inner web-surface of the switch-rail opposite the attachment of the outer guide-bar, and the other end of the inner guide-bar is attached near the end of the inner rail, as illustrated in Figs. 1 and 2, the attachment being preferably made by bolts *e*, or their equivalents.

It will be readily seen that by reason of the bars D the rails of the switch and the abutting rails of the siding and main track are effectually prevented from expanding, creeping, or contracting to any great extent, and that when the switch-rails are manipulated they will be necessarily limited in their throw and will be registered properly upon every occasion.

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

1. The combination, with the main rails and the siding-rails of a track, of movable switch-rails adapted to operate in conjunction with said main and side rails and parallel guide-bars attached at one end to opposite sides of the switch-rails, extending longitudinally of the same, and at their other ends to the main and side tracks, respectively, as and for the purposes herein set forth.

2. The combination, with the main rails and siding-rails of a track, of movable switch-rails adapted to operate in conjunction with said main and side rails, and parallel guide-bars having a cylindrical body and flattened apertured ends, said bars attached at one end to opposite sides of the switch-rails and extending longitudinally of the same and at their other ends to the main and side tracks, respectively, substantially in the manner and for the purposes herein set forth.

3. The combination, with the main rails, the siding-rails, and switch-rails of a track, of horizontal guide-bars attached to the outer side of the switch-rails and the outer fixed rail and the inner surface of the switch-rails and the inner fixed rail, substantially as and for the purposes herein set forth.

4. The combination, with the main rails, the

siding-rails, and the movable switch-rails of
a track, of cylindrical guide-bars having flat-
tened and apertured ends, attached, respect-
ively, to the outer web-surface of the switch-
5 rails and the outer web-surface of the outer
fixed rail and to the inner web-surface of the
switch and the equivalent web-surface of the

inner fixed rails, substantially as and for the
purposes herein set forth.

FRANK NEMACHECK.

Witnesses:

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