

(No Model.)

F. C. WEIR.
BLIND SWITCH.

No. 398,103.

Patented Feb. 19, 1889.

Fig. 3.

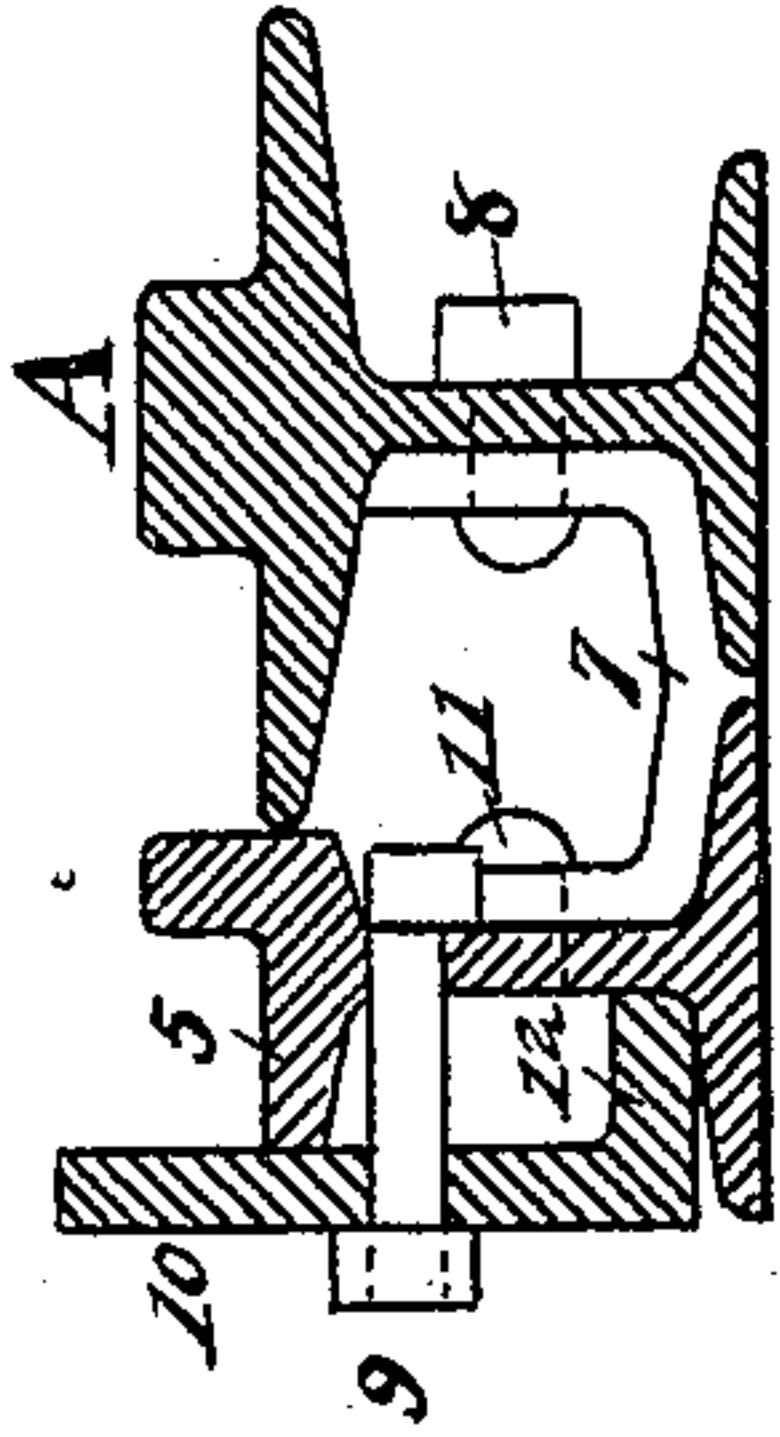


Fig. 2.

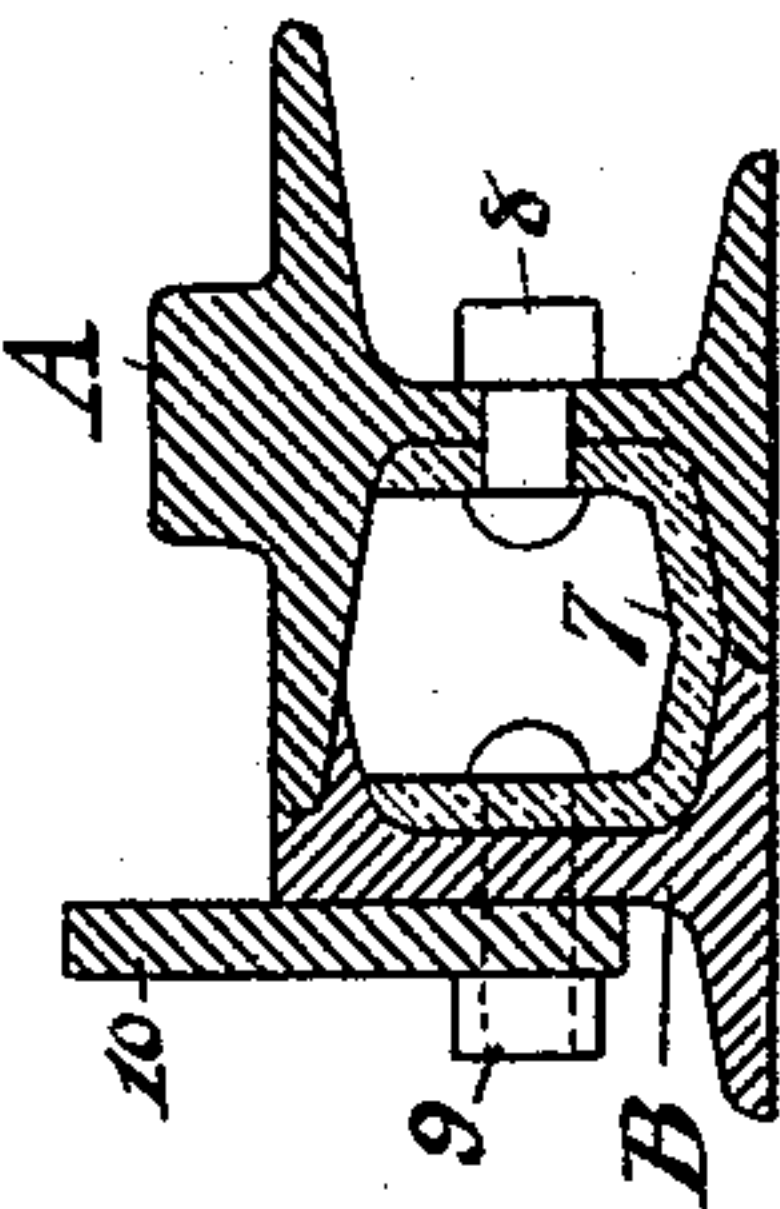


Fig. 1.

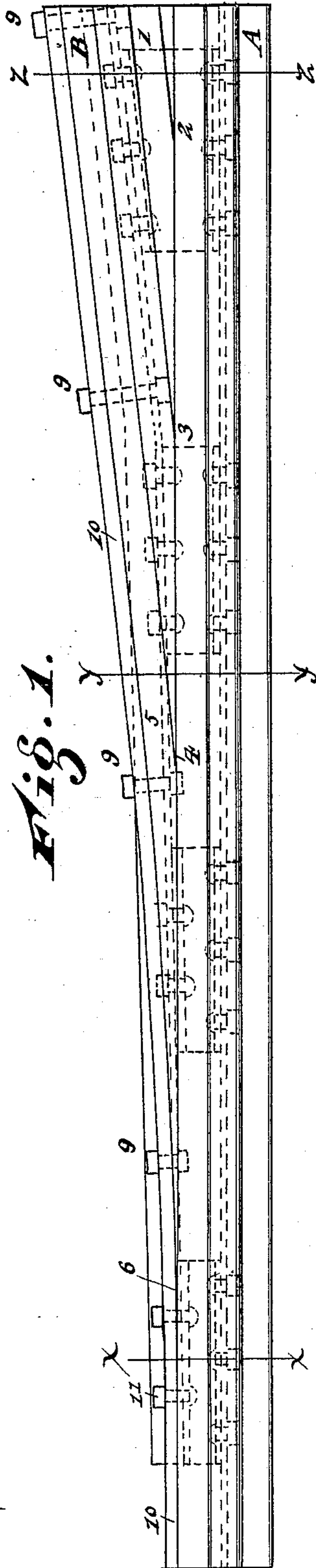
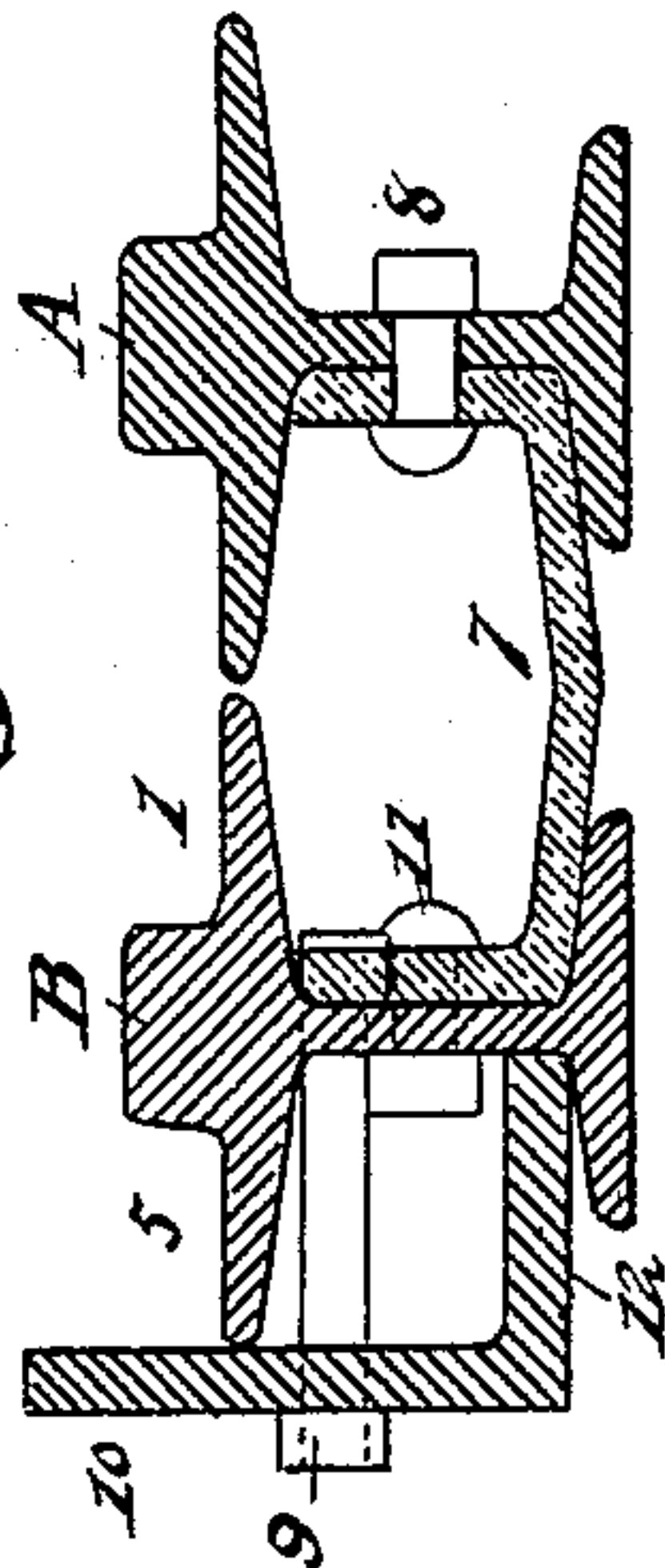


Fig. 4.



Attest.

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UNITED STATES PATENT OFFICE.

FREDRIC C. WEIR, OF CINCINNATI, OHIO.

BLIND-SWITCH.

SPECIFICATION forming part of Letters Patent No. 398,103, dated February 19, 1889.

Application filed May 24, 1888. Serial No. 274,971. (No model.)

To all whom it may concern:

Be it known that I, FREDRIC C. WEIR, of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Blind-Switches, of which the following is a specification.

The object of my invention is to provide a blind-switch point composed of girder-rails cut, fitted, and united together, whereby a cheap, strong, and durable switch is obtained.

The features of my invention will be fully understood by reference to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a top plan view of my improvement. Fig. 2 is a section on line $x x$, Fig. 1. Fig. 3 is a section on line $y y$, Fig. 1. Fig. 4 is a section on line $z z$, Fig. 1.

A represents a girder-rail. Either a side or center girder-rail may be employed.

B represents another girder-rail abutting the girder-rail A. The side tram, 1, of the rail B and the head are cut away from the point 2 to 3, and the head of the rail is beveled from the point 3 to 4. The outer flange, 5, of the rail B is cut away from point 4 to point 6. This cutting away of the rail at obtuse angles weakens the parts. In order to strengthen the same and unite them firmly to the rail A, so as to make a better structure, I provide U-irons 7, which are shaped to fit the top of the flange of said rails and to the webs of the

same, to which rails they are secured by bolts 8, passing through the wings of said U-irons and through the webs of said rails A B.

10 represents a guard, formed of angle-iron, abutting the flange 5 and web of the rail and held in position by bolts 9. The web 12 of the guard is beveled off to correspond with the angular cutting of the flange 5 of rail B. The said U-irons and girder-rails are united by through-bolts 11.

It will be observed that the head of rail B at its forward point is entirely cut away, so as to form a flange-rail for the wheel at the extreme point of the switch.

Having described my invention, what I claim is—

1. A switch-point composed of the rails A B and the angle and guard iron 10, secured together by bolts 9, said guard-iron having its web beveled off along a part of its length, for the purpose set forth.

2. In combination with the rails A B, secured together by the U-iron 7, the angle and guard iron 10, said parts being secured together by the bolts 8, 9, and 11, substantially as herein specified.

In testimony whereof I have hereunto set my hand.

FREDRIC C. WEIR.

Witnesses:

ROBERT ZAHNER,
J. WATSON SIMS.