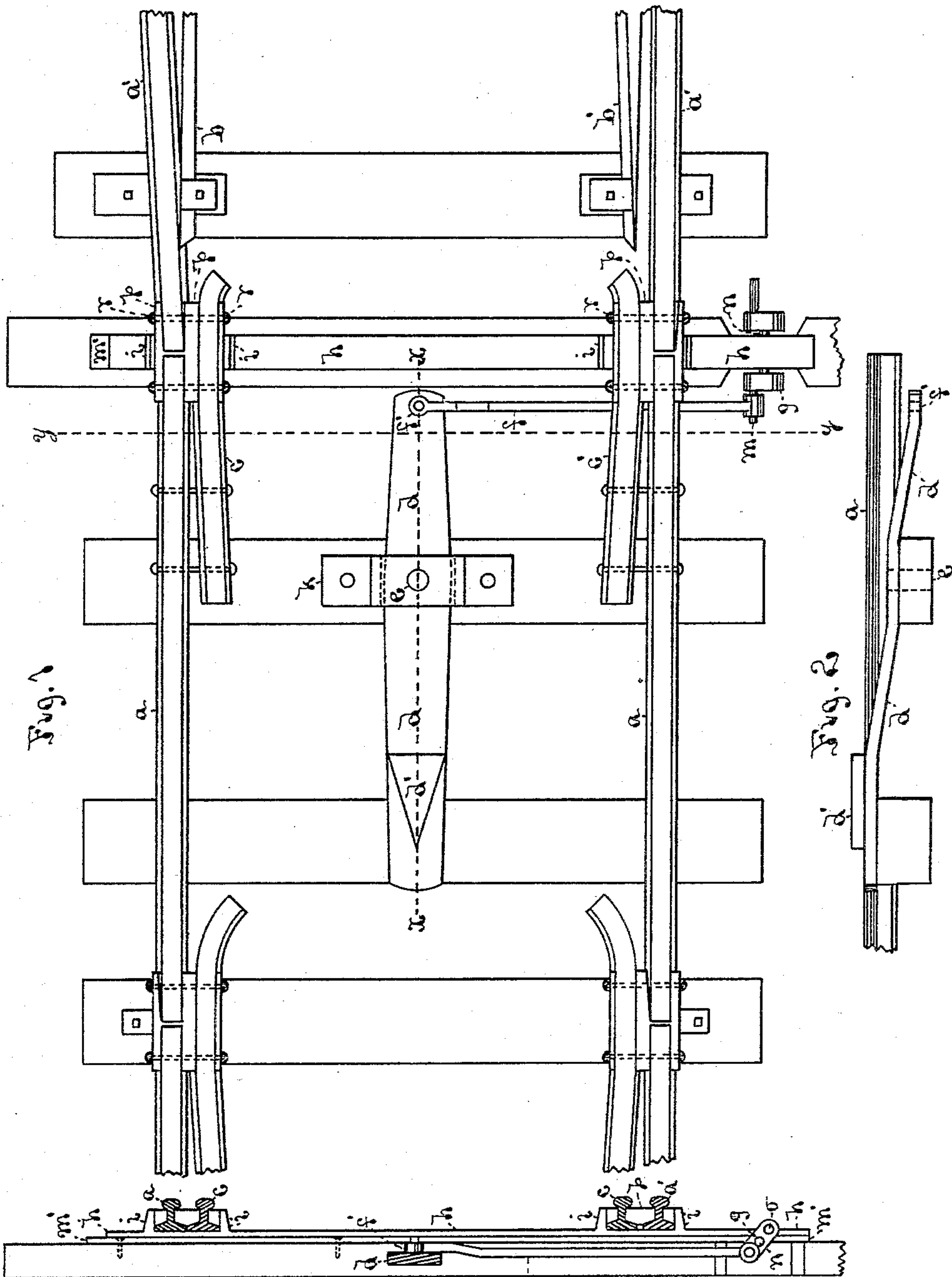


(No Model.)

E. GORDON.  
RAILROAD SWITCH.

No. 401,345.

Patented Apr. 16, 1889.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

EDWIN GORDON, OF HYDE PARK, MASSACHUSETTS.

## RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 401,345, dated April 16, 1889.

Application filed July 2, 1888. Serial No. 278,830. (No model.)

*To all whom it may concern:*

Be it known that I, EDWIN GORDON, a citizen of the United States, residing at Hyde Park, in the county of Norfolk and State of Massachusetts, have invented certain new and useful Improvements in Railroad-Switches; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

The object of my invention is a railroad-switch so constructed that in case it is misplaced for a train going in the opposite direction from that described in Letters Patent to me, dated February 7, 1888, numbered 377,713, the misplaced switch-rails will be moved into place automatically before a wheel comes onto the switch, thus forming a perfect track for the passing train; and it is an improvement upon the invention described in the said Letters Patent. I accomplish the switching by the use of two point-rails arranged in connection with jointed continuous switch-rails and attached to guard-rails, substantially as described in the said Letters Patent.

In the drawings, I have shown, in Figure 1, a plan of my invention; in Fig. 2, a section on line *xx*, Fig. 1; and in Fig. 3, a section on line *yy*, Fig. 1.

*a a'* are jointed continuous rails.

*b b'* are fixed point-rails.

*c c* are the guard-rails.

*d* is a lever, pivoted at *e*, and is there held in place by the cap *k*, bolted to the tie beneath. On the forward end of the lever *d* is a piece, *d'*, attached to or forming a part of the lever *p*, and having inclined sides, as shown in Fig. 1. The upper part of this piece is about one and one-half inch above the top of the rails. The other end of the lever is

connected with the rod *f* by means of the pin *f'*, which rod is connected at its outer end with the stud *m* on the link *g*, which turns on the pivot *n*, passing through a boss on the fixed bar *m'*, the upper end of the link being attached to the bar *h* by means of the pin *o*. The bar *h* is provided with side pieces *i i*, as described in the said Letters Patent, and it is connected with a suitable switch-rod by which the switch may be moved by hand.

*p p* are blocks and *r r* bolts, both of which are particularly described in the said Letters Patent.

The operation of my invention is as follows: If the train is approaching in the direction toward the points—that is, “point on,” and the switch is misplaced for the main track, an attachment of suitable form on the pilot of the locomotive will move the lever *d* by coming in contact with the inclined side of the piece *d'*, thus moving it laterally. At the same time the opposite end of the lever will move the rod *f* laterally by means of the link *g*. The bar *h* will move laterally, and the switch will be shifted in connection with the main track. If the engineer wishes to take his train upon the siding, and the switch is set for it, he must raise the attachment so that it will not come in contact with *d'*.

What I claim, and desire to secure by Letters Patent, is—

The lever *d*, pivot *e*, rod *f*, pin *f'*, pivot *m*, link *g*, pin *o*, bar *h*, and bar *m'*, in combination with the continuous rails *a a'*, fixed point-rails *b b'*, guard-rails *c c*, blocks *p p*, and bolts *r r*, substantially as and for the purpose above described.

EDWIN GORDON.

Witnesses:

HENRY E. PAYAN,  
CHAS. H. DREW.