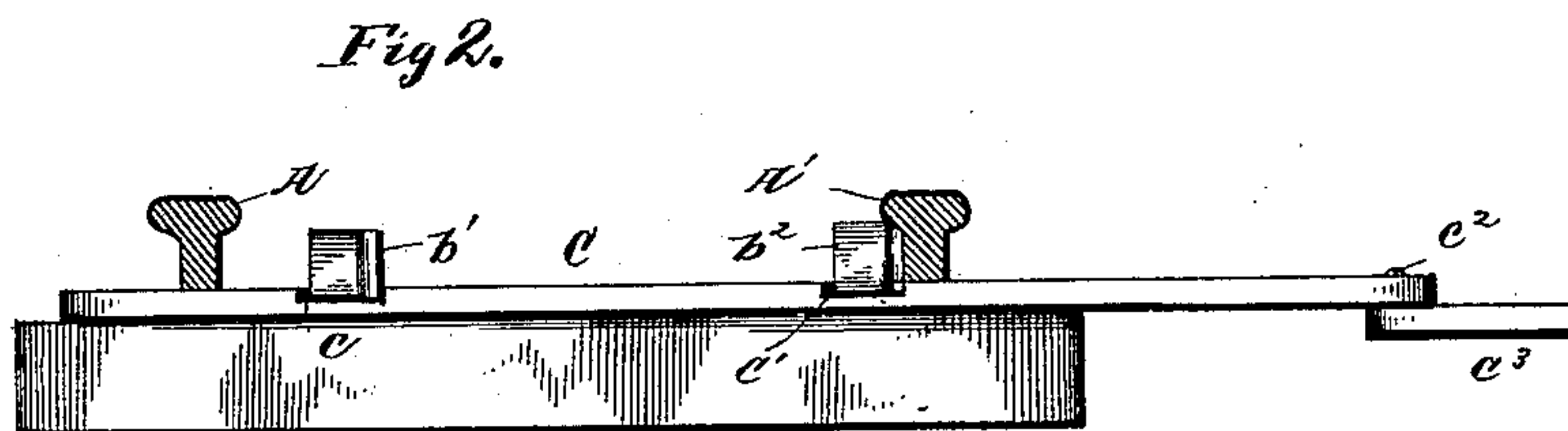
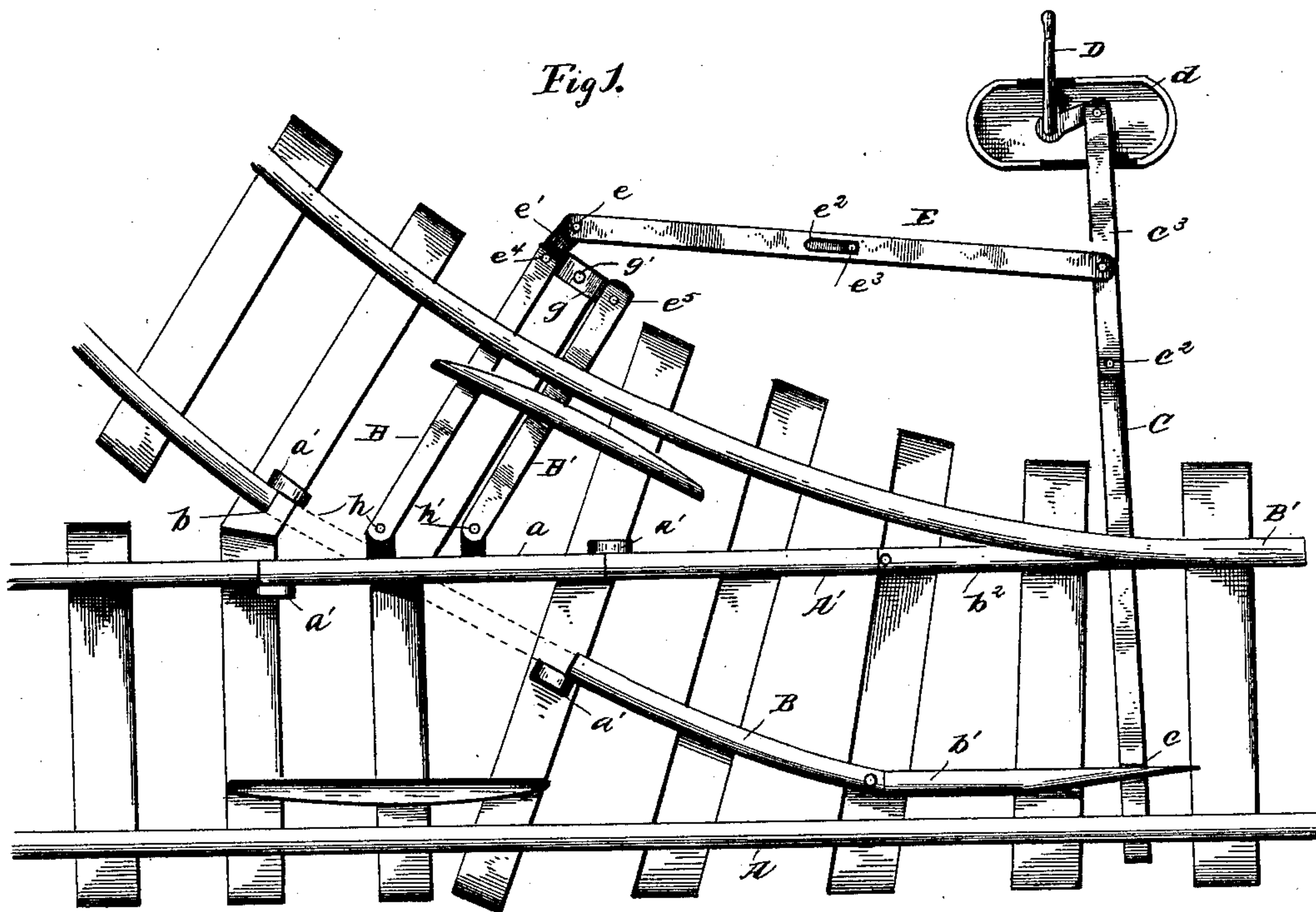


(No Model.)

L. LEWIS & M. H. HOSIE.
RAILWAY SWITCH.

No. 452,712.

Patented May 19, 1891.



Witnesses

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UNITED STATES PATENT OFFICE.

LABAN LEWIS AND MICHAEL HENRY HOSIE, OF SCRANTON, PENNSYLVANIA;
SAID LEWIS ASSIGNOR TO ANNE HOSIE, OF SAME PLACE.

RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 452,712, dated May 19, 1891.

Application filed March 24, 1890. Renewed March 19, 1891. Serial No. 386,593. (No model.)

To all whom it may concern:

Be it known that we, LABAN LEWIS and MICHAEL HENRY HOSIE, citizens of the United States of America, residing at Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Switches, of which the following is a specification, reference being had therein to the accompanying drawings.

Our invention pertains to certain new and useful improvements in railway-switches; and it consists in the novel construction, combination, and arrangement of the parts, whereby greater efficiency is attained and in all respects a superior railway-switch is produced, substantially as hereinafter more fully shown and described.

In the accompanying drawings, Figure 1 is a plan view of our invention. Fig. 2 is a sectional view of the same.

In the embodiment of our invention, A A' represent the rails of the main track, and B B' those of the branch line or side track, the rail B being broken away at *b* when it crosses diagonally the main line.

a is a rail-section, in practice swung to and fro and outward and inward to connect with and disconnect from one of the openings made in rail A' or B, this section *a* being limited in its movement by guards or fenders *a' a' a' a'*.

Pivoted to rail B near track A and to rail A' near rail B' are tongues *b' b'*, designed to connect the rail B with rail A and rail A' with rail B'. The pivoted and pointed rail-sections *b' b'* have their bearings on bar C in recesses *c c'*, the bar C crossing the track beneath rails A and B', and are pivotally connected by a pivot *c* to short arm *c*, pivoted at one end to lever D, secured in a box or casing *d*. Arm *c* has connected to its center bar E, running at the side of rail B' and connected by pivot *e* to short arm *e'*, said bar having in

its center longitudinal slot *e*, through which is projected a pin *e* to serve as a guide for bar E, arm *e'* being connected at its free end by pivot *e* to arm *g*, running at right angles thereto and pivoted in its center at *g'*.

Rods or bars H H' are connected by pivots *h* and *h'* to rail-section *a*, project horizontally beneath rail B', and are connected to arm *g* by pivots *e e*.

Thus constructed a very efficient switch is produced which is readily operated by lever D.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a railway-switch, the actuating-lever and its casing and the bar connected by pivoted arms to the rail-section and having a sliding connection in its center, substantially as shown and described.

2. In a railway-switch, the actuating-lever and its casing, the bar E, the short arm *e'*, the arm *g*, and the rods or bars H H', substantially as shown and described.

3. In a railway-switch, the actuating-lever D, the bar E, having a sliding connection in its center, the short arm *e'*, the arm *g*, pivoted in its center, and the arms H and H', pivoted to the sliding rail-section, substantially as shown and described.

4. In a railway-switch, the actuating-lever and its casing, the pivoted recessed bar for actuating the pivoted tongues, and the bar connected by pivoted arms to the rail-section and having a sliding connection in its center, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

LABAN LEWIS.

MICHAEL HENRY HOSIE.

Witnesses:

JAMES J. LAW, B.
J. ELLIOT ROSS.