(No Model.)

S. H. CORSON.

RAILWAY SWITCH FASTENING.

No. 480,320. Patented Aug. 9, 1892.

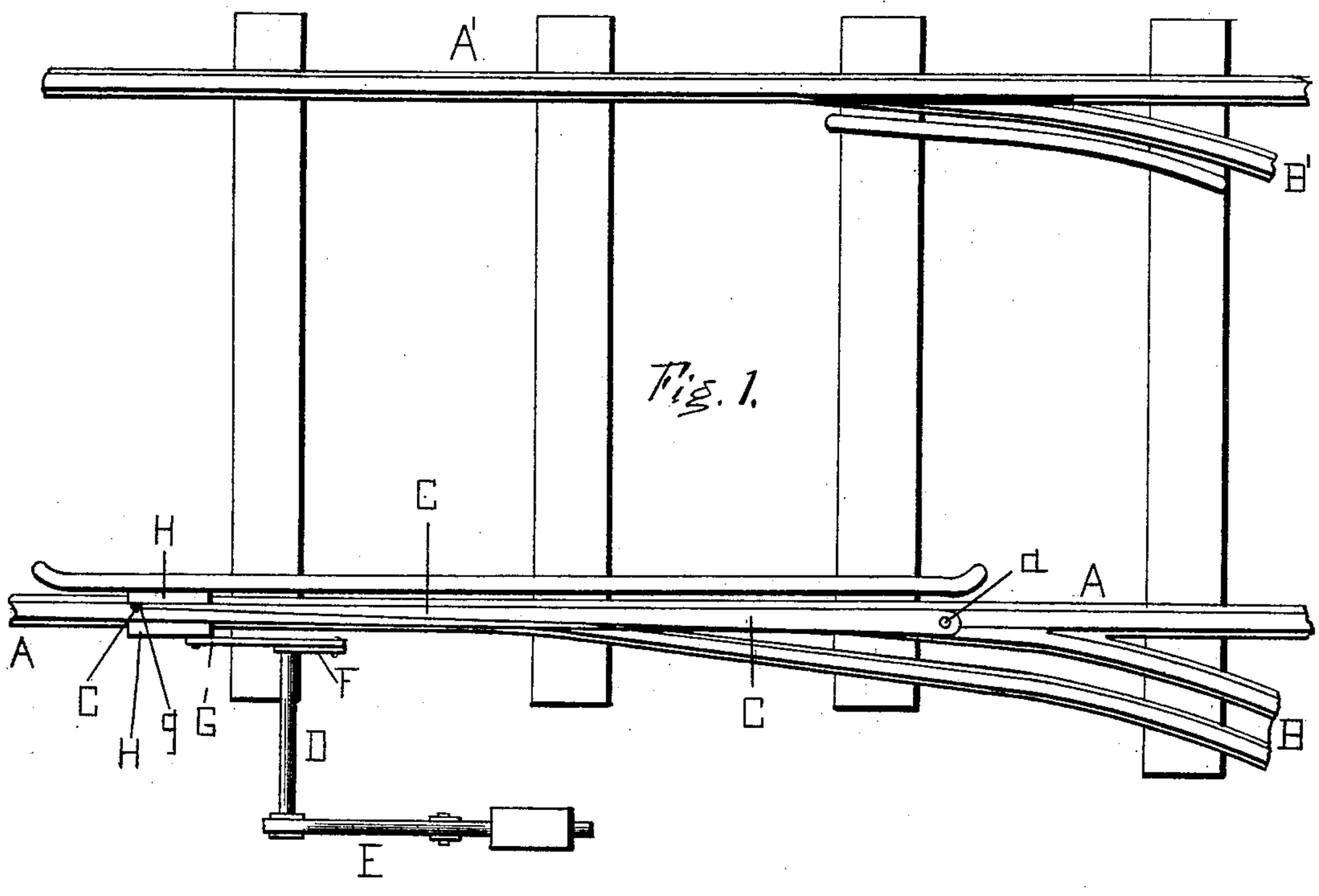

Fig. 1.

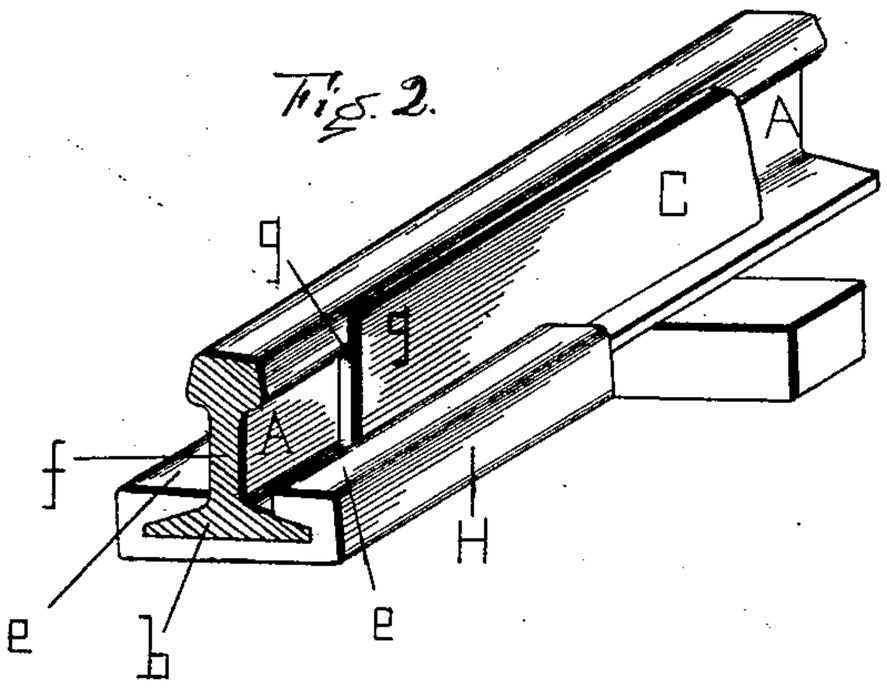

Fig. 2.

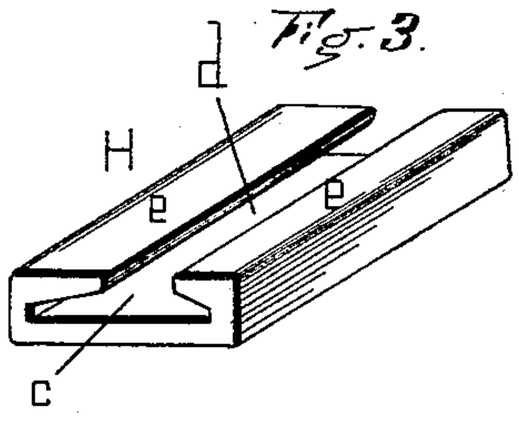

Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

SAMUEL H. CORSON, OF CAPE MAY, NEW JERSEY.

RAILWAY-SWITCH FASTENING.

SPECIFICATION forming part of Letters Patent No. 480,320, dated August 9, 1892.

Application filed December 14, 1891. Serial No. 415,051. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL H. CORSON, a citizen of the United States, residing at Cape May, in the county of Cape May and State of New Jersey, have invented a new and useful Railway-Switch Fastener, of which the following is a specification.

My invention consists in a railway-switch fastening which is carried and guided by the bottom flange of a rail into engagement with the free end of a switch-bar and by clamping it against the rail prevents the flanges of the rolling-stock wheels from opening and separating the switch-bar from the rail and the consequent derailment.

On reference to the accompanying sheet of drawings, making part of this specification, Figure 1 is a plan view of a railway main line and side track, showing the free end of the switch braced and clamped together by my invention. Fig. 2 is an enlarged perspective view of a railway-switch and rail braced and clamped together by my invention, and Fig. 3 is an enlarged perspective view of the lateral brace and clamp which I use in this instance for the purpose of illustration.

Similar letters refer to similar parts in the several views.

A A′ are the rails of the main track, and B B′ those of the side track, which are adapted to be connected with the main rails by a switch C, pivoted at *a* and shown in Fig. 1 in alignment with said main rails.

D is a rock-shaft adjacent to the main track, which is operated by a weighted knockdown lever E. It is carried in suitable bearings and provided with a crank F, connecting by a rod G with a lateral brace or switch end clamp H, which is carried and guided by the bottom flange *b* of the main rail A into engagement with the free end of the switch C.

The brace or clamp H is shown, Figs. 2 and 3, in the form of the usual rail-chair, having a longitudinal bearing *c* for the rail-flange *b* and a similar one *d* between the turned edges *e* for the rail-web *f*, allowing sufficient width for the free end *g* of the switch C. Said slot or bearing *d* can be wedge-shaped or tapering longitudinally, so that but a slight motion of the clamp will serve to bind or release the switch end.

In practice the switch C is adjusted by switch mechanism (not shown) against the rail A. The vibration of the lever E, communicated to the rock-shaft D, crank F, and rod G, moves the clamp H along the bottom flange *b* of the rail A until its slot *d* embraces the free end *g* of the switch and holds it in intimate contact with said rail A, by which the opening of the switch by the flanges of the rolling-stock wheels and derailment is rendered impossible. When the lever E is reversed, the clamp H is moved out of contact with the switch and the switch-moving mechanism left free for opening said switch for side railing.

I claim—

The combination, with a main-line and switch rail, of a reciprocating-clamp which is slotted for embracing and sliding over the main-line rail bottom flange and web, and actuating means whereby said clamp clasps the main-line-rail and switch free end and binds them in intimate contact, for the purpose shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL H. CORSON.

Witnesses:

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