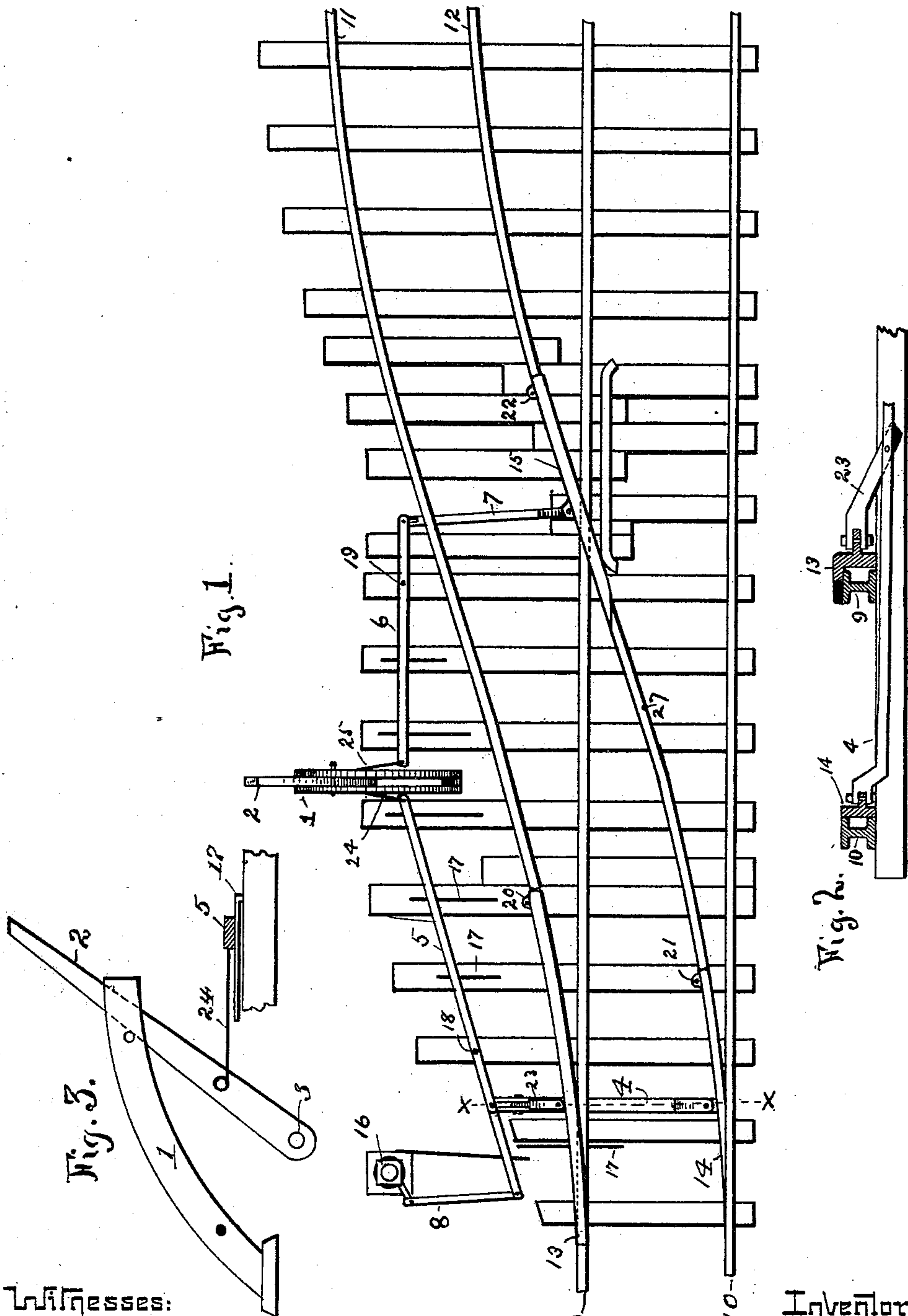


(No Model.)

J. R. CRIBBS.  
RAILROAD SWITCH.

No. 538,188.

Patented Apr. 23, 1895.



Witnesses:

G. H. Harvey  
W. B. Small

Inventor.

John R. Cribbs  
by J. H. Stevenson  
att'y

# UNITED STATES PATENT OFFICE.

JOHN R. CRIBBS, OF VERONA, PENNSYLVANIA.

## RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 538,188, dated April 23, 1895.

Application filed January 30, 1894. Serial No. 498,504. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN R. CRIBBS, a citizen of the United States, residing at Verona, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Switches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

It is the object of my invention to provide a simple safe way of switching cars from one track to the other, without fear of accident, and one that can be easily operated without getting out of order, and the invention consists of the apparatus for such purpose hereinafter described and claimed.

In the accompanying drawings is represented my improved method of switching.

Figure 1 is a plan view with the switch closed. Fig. 2 is a section on lines *x x*, Fig. 1. Fig. 3 is a side view of lever and lock frame.

Numeral 1 indicates a partly circular guide frame wherein moves lever 2 being connected to levers 5 and 6 by rods 24 and 25.

Numerals 9 and 10 are the main rails.

11 and 12 are the side track rails.

Numerals 13, 14 and 15 are the switch rails.

Numeral 16 is the target or signal, and 17 are raised rods.

When the switch is set and locked as shown in Fig. 1, the cars pass from rails 9 and 10 onto switch rails 13 and 14, and the inclined rails 13 and 15 permit the flanges of the car wheel to clear rail 9 so that when a car is passing over the switch, the wheel does not

come in contact with the main rails. When lever 2 is thrown to the reverse, it causes the lever bars 5 and 6 to operate on the fulcrums 18 and 19, thereby drawing on connecting bars 4 and 7, which are connected to rails 13, 14 and 15 and target 16; said rails having bearings at 20, 21, and 22. When bars 4 and 7 pull on the same, they swing clear of rails 9 and 10 allowing the wheels of the cars to pass over the rails which are made continuous and without frogs or joints.

Connected to bar 4 is a brace or supporter 23 which holds inclined rail 13 in position when the switch is closed. This support 23 is pivoted in a slot in the draw bar 4 and has pivotal connection with the switch rail 13 so as to adapt itself to the different relative movements of the parts when opening and closing the switch.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In a switch, the combination with the main and side track rails and two switch rails, of an actuating lever, a draw bar connected with one of the switch rails, and a brace pivoted in a slot of the said draw bar and pivoted to the other switch rail to support the same when in engagement with the main track rail, substantially as specified.

In testimony that I claim the foregoing I hereunto affix my signature, in the presence of two witnesses, this 24th day of January, A. D. 1894.

JOHN R. CRIBBS. [L. S.]

In presence of—

J. K. BARBOUR,  
H. C. MOORE.