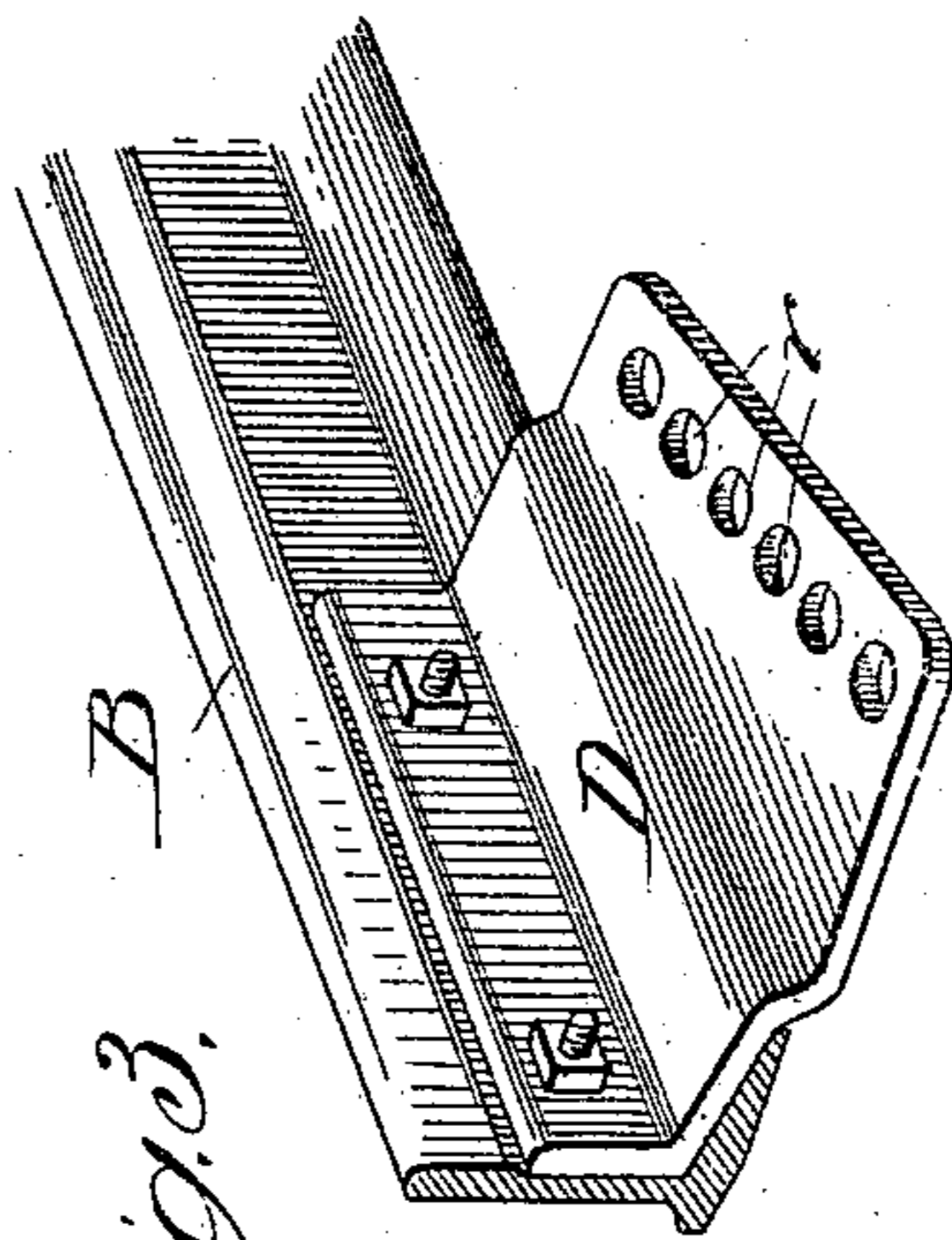
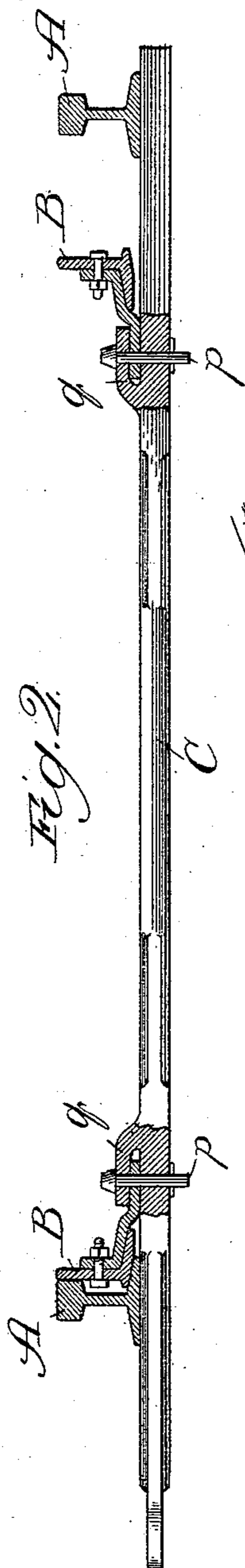
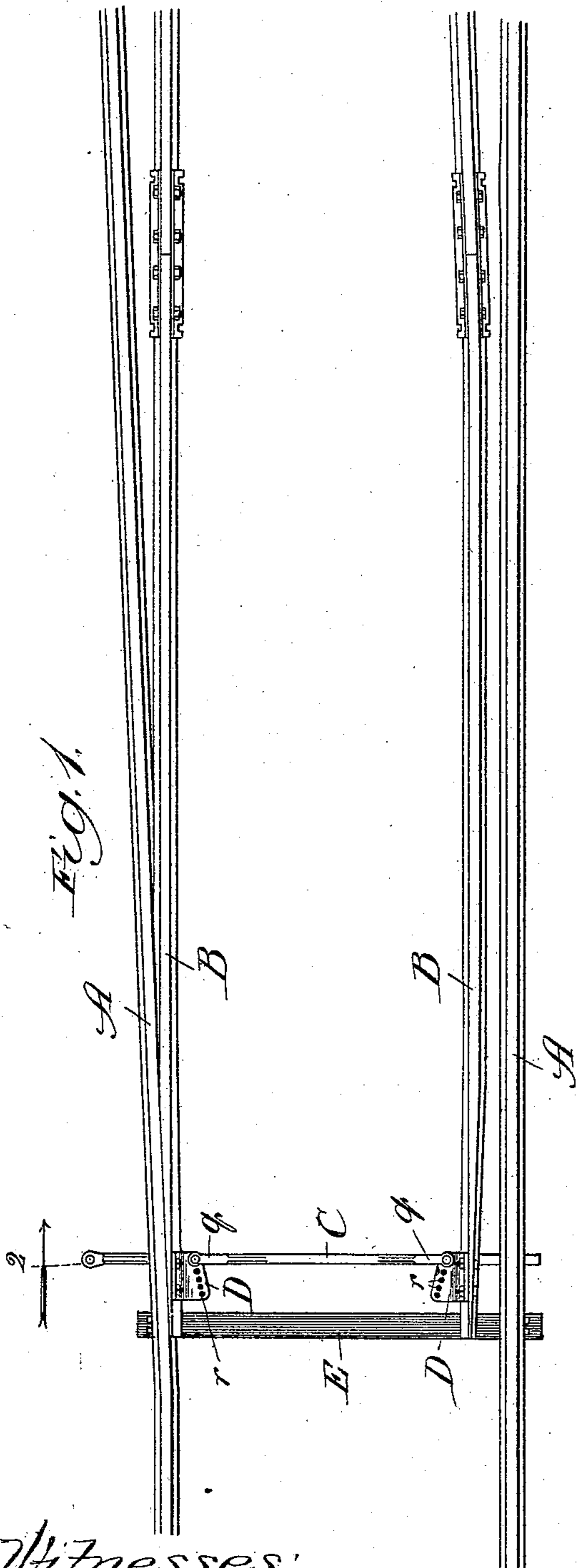


(No Model.)

A. A. STROM.
RAILWAY SWITCH.

No. 543,605.

Patented July 30, 1895.



Witnesses:
Chas. E. Gaylord,
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UNITED STATES PATENT OFFICE.

AXEL A. STROM, OF AUSTIN, ASSIGNOR TO THE STROM MANUFACTURING
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RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 543,605, dated July 30, 1895.

Application filed June 8, 1895. Serial No. 552,112. (No model.)

To all whom it may concern:

Be it known that I, AXEL A. STROM, a citizen of the United States, residing at Austin, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Railway-Switches, of which the following is a specification.

My invention relates to an improvement in the class of point-rail or "split" switches; and it relates, more particularly stated, to improved means for adjusting at will the throw of the point-rails through the medium of a tie-bar connecting them by moving the tie-bar backward or forward with relation to the points to spread the rails farther apart or bring them closer together, as the nature of the adjustment required may demand. To this end I provide an adjustment-plate, preferably one on each point-rail, though it might be at one or each end of the tie-bar, having provided upon it an adjustment-line either in the form of a slot, a flange, or a series of holes, or the like, in inclined relation to the line of the main rail, whereby when either end of the tie-bar is moved along the inclined line of adjustment and fastened at any desired point the adjacent point-rail will be set nearer to or farther from the adjacent main rail, depending on the direction of the line in which the tie-bar end is moved.

Referring to the accompanying drawings, Figure 1 is a plan view of a section of railway-track containing a split switch provided with my improvement; Fig. 2, a section taken at the line 2 on Fig. 1 and viewed in the direction of the arrow, and Fig. 3 an enlarged perspective view of a point-rail end provided with my improved adjustment-plate.

A A are the main rails, and B B the point-rails, the latter being connected by a tie-bar C at any desired portion of their length, preferably near their points. The connection is made through the medium of plates D D, shown as placed and permanently fastened opposite each other adjacent to the slide-plate E, one on the inner side of each point-rail and conforming to the web to which it is bolted and flange of the rail, beyond which latter it extends, being provided along the outer edge of its extended portion with a line

of holes *r* inclined to the line of the adjacent main rail. As represented, the plate D is represented as oblique along its outer edge to extend parallel with the inclined adjustment-line *r*; but, of course, it might be parallel with the rail B, on which it is secured. Where the tie-bar engages a plate D it is shown to be provided with a clip *q* to receive between it and the bar, (both of which are coincidently perforated) the edge of a plate and cause a hole *r* in the latter to coincide with such perforations and permit a pin *p* to be passed through the three coinciding holes to fasten the tie-bar and plate together.

According to the construction shown, if the tie-bar be moved at either end along the line of holes *r* toward the flaring end of the adjustment-plate D the adjacent point-rail will thereby be adjusted closer to its main rail, and if moved in the opposite direction the adjustment will separate the point-rail farther from its main rail, and, if desired, and the conditions require, the tie-bar may be moved simultaneously at both ends to effect the adjustment of both point-rails through the medium of the plates D.

Without departing from the principle of my invention, the essential feature of which is an adjustment-plate provided with an adjustment-line inclined to the line of the main rails for adapting the tie-bar by setting it in the manner described to produce the point-rail adjustment, as explained, the construction may be variously modified as to details and the particular combination of parts. Hence I do not limit my invention to such particular details and combinations.

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

1. In combination with a split-switch and the point-rail connecting-bar, an adjustment-plate provided with an adjustment-line inclined to the line of the main-rail, for connection of the bar with a point-rail, substantially as and for the purpose set forth.

2. In combination with a split-switch and the point-rail connecting-bar, adjustment-plates one at each end of said bar and each provided with an adjustment-line inclined to the line of the main-rails for connection of

the bar with the point-rails, substantially as and for the purpose set forth.

3. In combination with a split-switch and the point-rail connecting-bar, an adjustment-plate fastened to a point-rail to extend at its inner side and provided with an adjustment-line inclined to the line of the main-rail for connection of the bar with the point-rail, substantially as and for the purpose set forth.
4. In combination with a split-switch, the point-rail connecting-bar provided near its opposite ends with clips, and adjustment-plates secured to the point-rails to extend at their inner sides and each provided with an adjustment-line inclined to the line of the main-rails and adapted to be connected with

a clip on the adjacent end of said bar, substantially as and for the purpose set forth.

5. In combination, a split-switch, a connecting-bar C provided with clips *q* near its opposite ends, and adjustment-plates D secured to the point-rails to extend at their inner sides and each provided with a line of holes *r* inclined to the line of the adjacent main-rail, and pins *p* separably fastening the plates through said holes to the clips, substantially as and for the purpose set forth.

AXEL A. STROM.

In presence of—

J. H. LEE,

J. W. DYRENFORTH.