(No Model.)

C. S. JACKSON.

RAILROAD SWITCH.

No. 545,587. Patented Sept. 3, 1895.

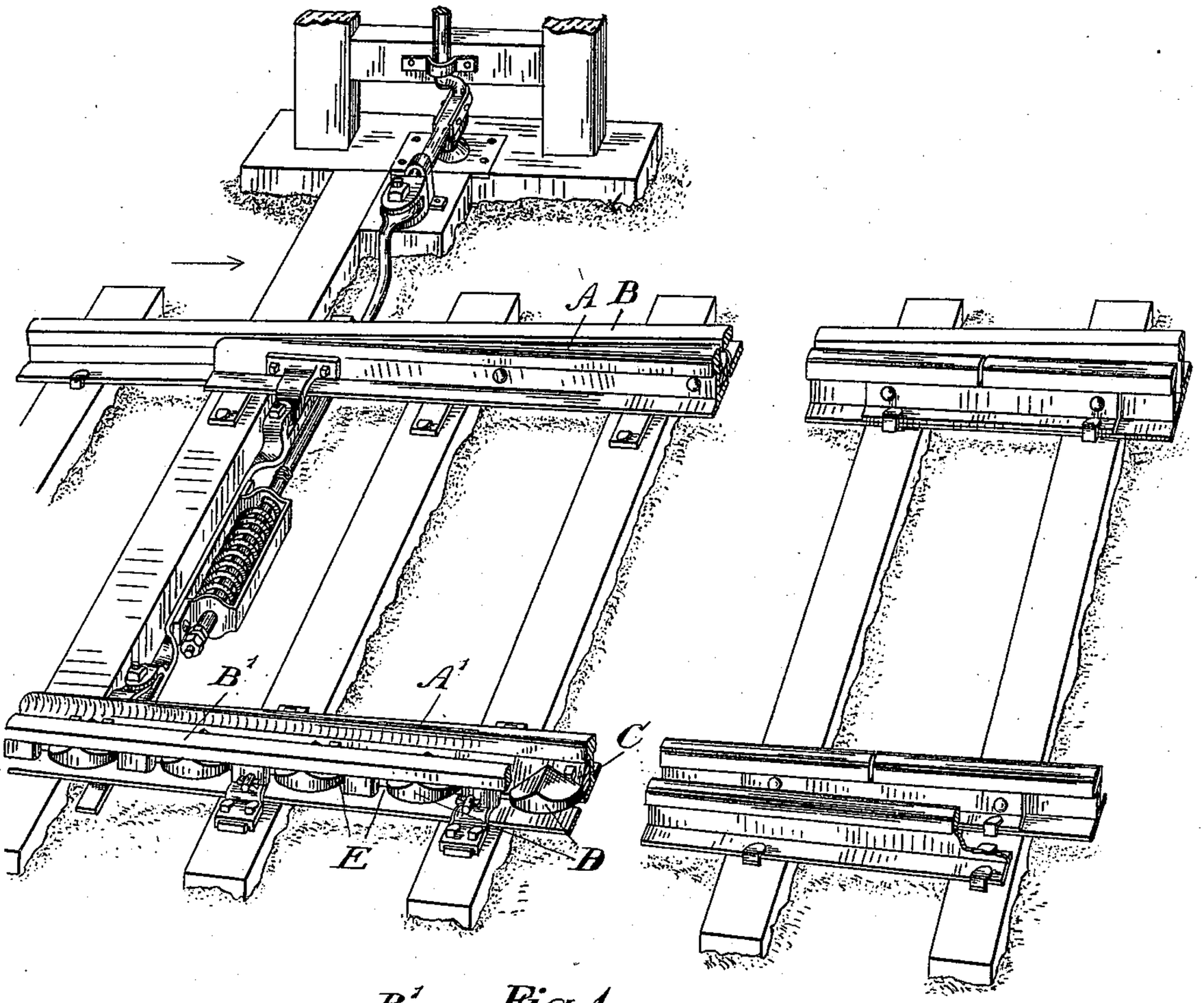

Fig. 1.

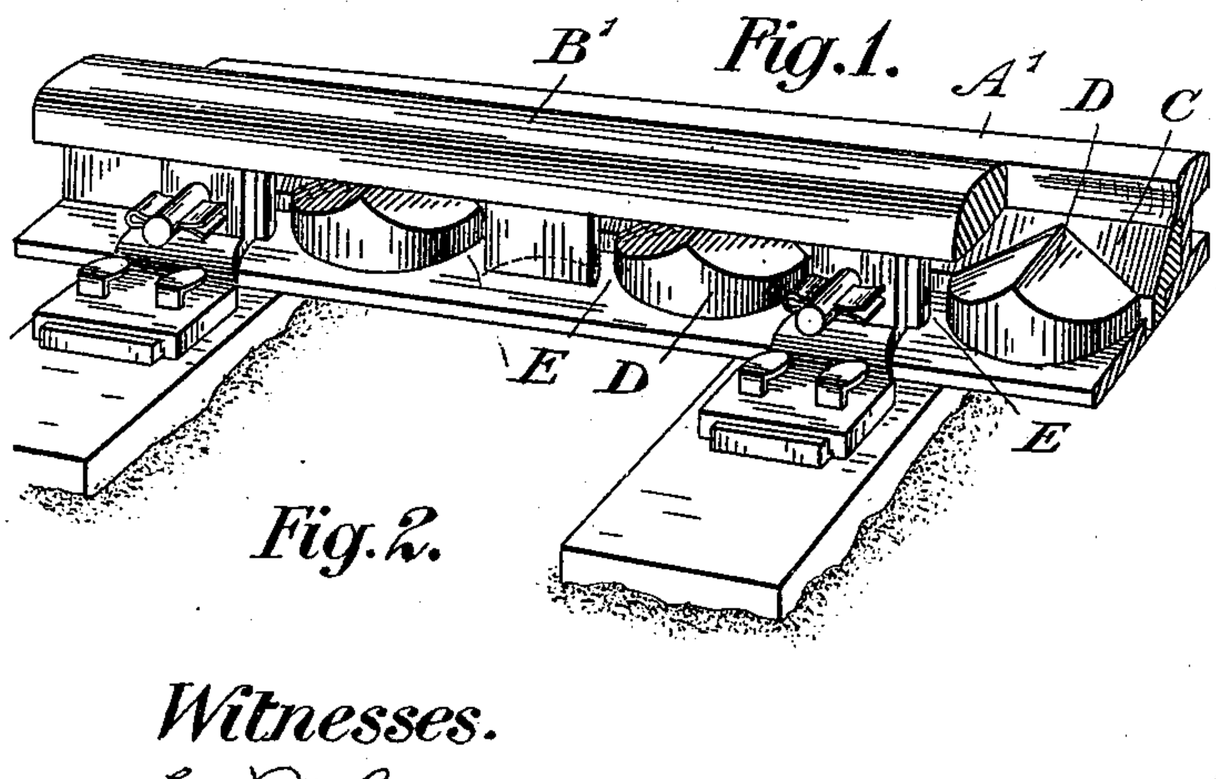

Fig. 2.

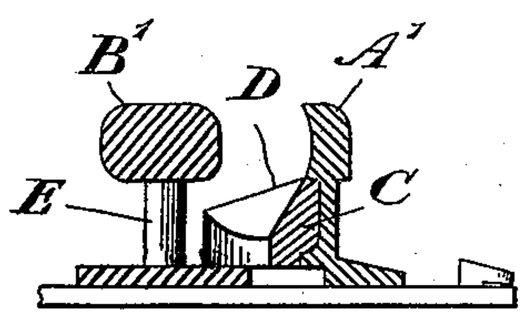

Fig. 3.

Witnesses.
E. R. Case.
W. J. Wilkinson.

Inventor.
C. S. Jackson
by Fetherstonhaugh & Co.
Atty.

UNITED STATES PATENT OFFICE.

CHARLES STEWART JACKSON, OF BRIDGEBURG, CANADA.

RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 545,587, dated September 3, 1895.

Application filed July 1, 1895. Serial No. 545,580. (No model.)

To all whom it may concern:

Be it known that I, CHARLES STEWART JACKSON, of the village of Bridgeburg, in the county of Welland, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Railroad-Switches, of which the following is a specification.

My invention relates to improvements in railroad-switches more particularly adaptable to what is known as the "interlocking switch," and the object of the invention is to design a self-cleaning switch, which will effectually close in the winter time and throw the snow, if any, from between the switch-rails, so that no delay may be occasioned to trains going on switches; and it consists, essentially, of providing a bar for the switch-rail, which is fitted and secured to the rail and provided with a series of projections of peculiar form, which are designed when the switch is closed to pass into openings made through the web of the main rail, as hereinafter more particularly explained.

Figure 1 is a perspective view of an interlocking switch provided with my improvement. Fig. 2 is an enlarged detail of portion of the switch-rail and main rail. Fig. 3 is a cross-section through the switch-rail and main rail.

In the drawings like letters of reference indicate corresponding parts in each figure.

A A′ are the switch-rails, which are tapered longitudinally to a point and in the usual manner to fit one of the main rails B and one of the side-track rails B′, respectively. The switch-rails A and A′ are rigidly connected together in the usual manner and operated from the switch through the switch-rod, as shown. When the train is going in the direction indicated by arrow, it will be sidetracked by the switch-rail A, so as to pass onto the rail B′ along the side track. When the train is going from the opposite direction, either along the switch-track or main track, it will pass onto the main track from the opposite side of the switch. As, however, the operation of the interlocking switch is well understood, it is not necessary to further describe it except in so far as it relates to my invention. Each of the switch-rails is provided with a bar C.

In the drawings I only show the bar and its accompanying parts at the front of the figure, the parts on the other switch-rail being hidden, and I shall further describe the invention in reference to the one switch-rail only.

The bar C is provided with a series of projections D, which are rounded at the front and are preferably provided with a ridge-shaped top. These projections are designed, when the switch-rail is brought close to the adjacent rail, to fit within openings E, made in the web of the rail. Any desirep number of projections may be formed in the bar, with their corresponding openings in the adjacent rail. Upon each movement of the switch-rail toward the adjacent rail the projections are caused to pass through the openings E, and therefore if any snow should tend to block up the openings and the space between the rails such snow will be forced through the openings, and the rails will thus be enabled to be brought close together.

Heretofore in switches of this class the switch would become blocked with snow and ice and had to be cleaned out after every snowfall or snow-storm from between the split rail and the main rail before the switch could be properly worked, and much delay to trains was thereby occasioned and time, labor, and money expended. By the adoption of my device these objections are entirely obviated and the signalman may remain at his post.

It will be noticed on reference to the drawings that I round out the portions of the web between the openings next the split rail, and these and the form of projections are so made so as to form no flat surface for the snow or ice to gather upon.

What I claim as my invention is—

1. In a railroad switch the combination with the main rail having a series of openings in the web, of the split rail having a series of projections formed on or attached to the adjacent side of the split rail opposite the open-

ings in the main rail as and for the purpose specified.

2. In a railroad switch the combination with the main rail having a series of openings in the web, of the split rail the bar fitted into it and provided with a series of projections opposite the openings in the main rail as and for the purpose specified.

3. In a railroad switch the combination with the main rail having a series of openings in the web, of the split rail the bar fitted into and secured to the same, and the rounded projections having the ridge tops arranged as and for the purpose specified.

CHARLES STEWART JACKSON.

Witnesses:

A. J. MURRA,

W. B. GURDEN.