

(No Model.)

W. BARTON.
PORTABLE RAILROAD SWITCH.

No. 597,380.

Patented Jan. 18, 1898.

Fig. 1.

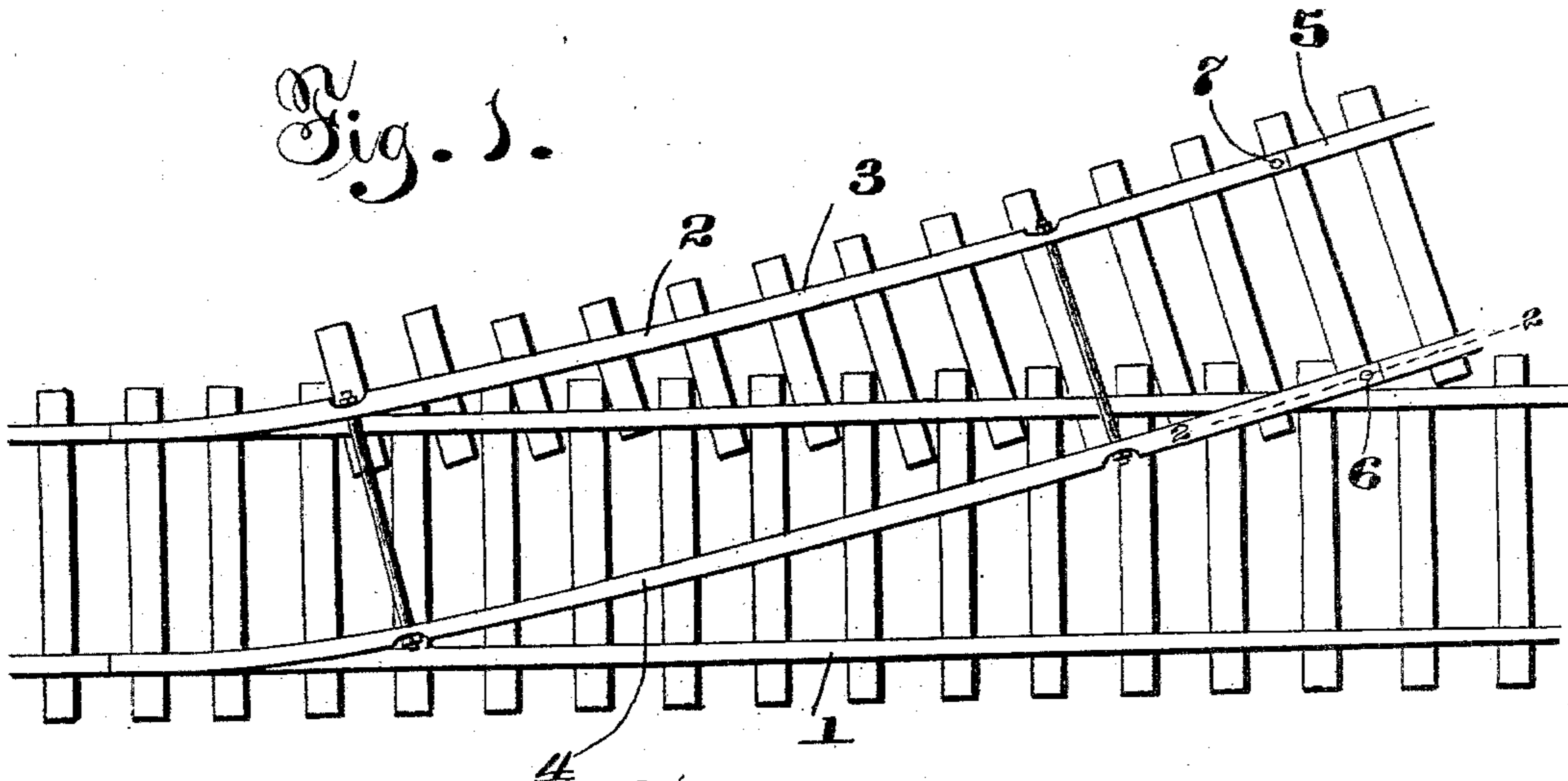


Fig. 2.

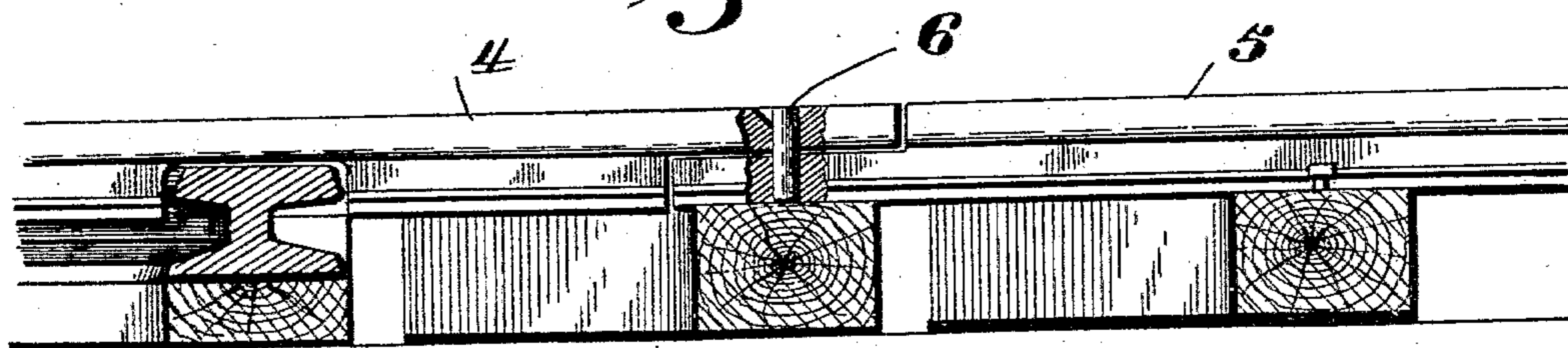
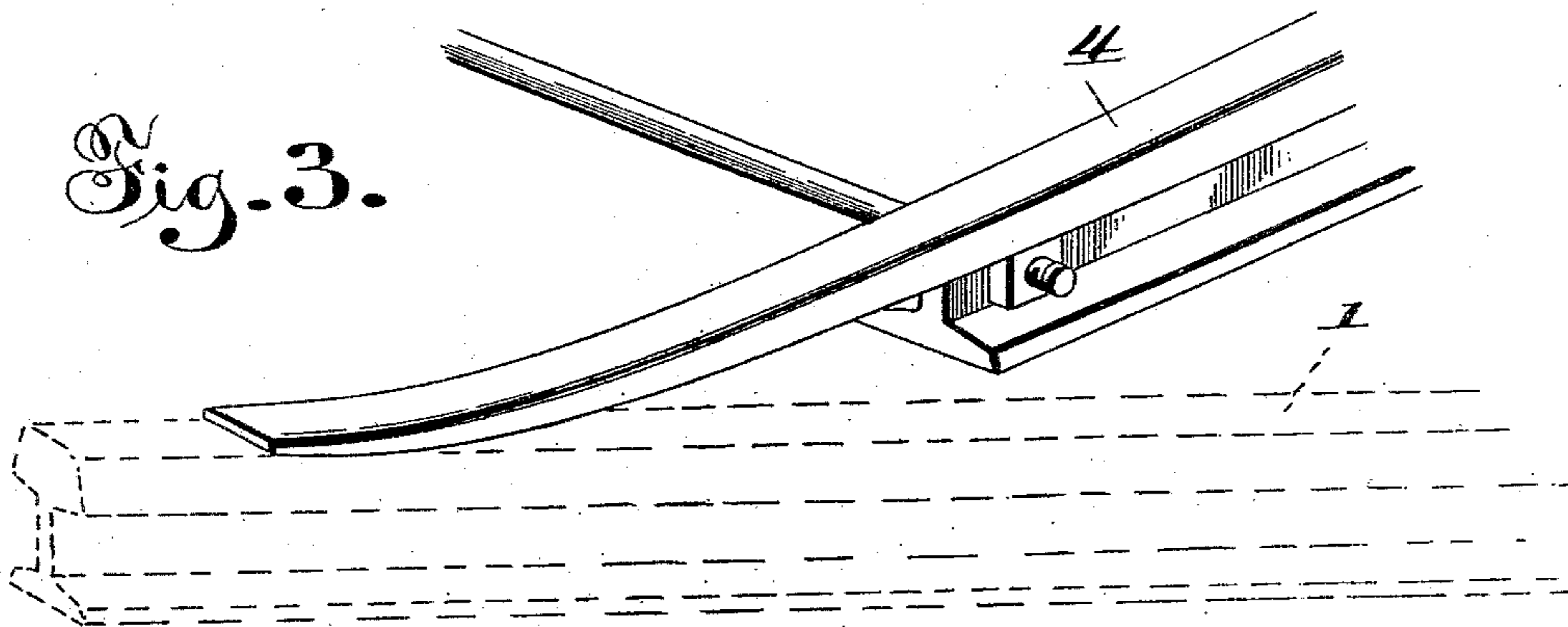


Fig. 3.



Witnesses
Marcus L. Byng.
Victor J. Evans.

Inventor
William Barton
by John Wedderburn
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM BARTON, OF MATHISTON, MISSISSIPPI.

PORTABLE RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 597,380, dated January 18, 1898.

Application filed September 19, 1896. Serial No. 606,400. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BARTON, a citizen of the United States, residing at Mathiston, in the county of Webster and State of Mississippi, have invented certain new and useful Improvements in Portable 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 appertains to make and use the same.

This invention has reference to a novel construction in a railroad-switch, the object being to provide a switch that will not interfere in any manner with the rails of the main track, and which can also be made without frogs, and which further can be employed as a permanent or portable switch.

The invention consists in the features of construction hereinafter fully described and specifically claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a plan view showing the rails of a main track and a switch constructed in accordance with this invention. Fig. 2 is a vertical section taken on the line 2 2 of Fig. 1 and on an enlarged scale. Fig. 3 is a fragmentary detail view showing the end portion of the rails of a switch.

Referring now to said drawings, 1 indicates the railroad-track, 2 the switch, and 5 the siding. The said switch is either a permanent or a portable switch, and it will be noted that the extension and lead rails 3 and 4 of the switch are removably attached to the rails of the siding 5. A pin or bolt 6 forms the connection between the lead-rail 4 and the siding-rail 5 and is removable, so that by removing this pin the switch can be drawn to one side, with a pin 7 acting as a pivot, so

that the switch will be off of the main track. The lead-rail 4 of the switch is provided with a notched lower side, as shown in Fig. 2, to pass over the left-hand rail of the main track. A pin 7 is also removable, so that the switch-section can be removed entirely from the siding. The ends of the lead and extension rails are tapered, so that they lie flat upon the top face of the rails of the main track, and are also curved laterally, as shown in Figs. 1 and 3, for obvious reasons. It will be seen that it is only necessary to notch the lower side of the lead-rail, as the extension-rail does not cross over one of the rails of the main track.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a portable switch, the combination with the rails of the main track, and the siding-rails, of a switch-section consisting of lead and extension rails rigidly secured together to form said switch-section, one end of said lead and extension rails being tapered to rest upon the rails of the main track, a notch in the lower side of the lead-rail to receive a rail of the main track, a pivotal connection between the extension-rail and the corresponding rail of the siding, said pivotal connection having a removable pivot, an opening in the end of the lead-rail, an opening in the end of the corresponding rail of the siding, and a removable pin situated within said openings of the siding and lead rails.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM BARTON.

Witnesses:

JOHN W. CONELY,
J. H. PIERCE.