

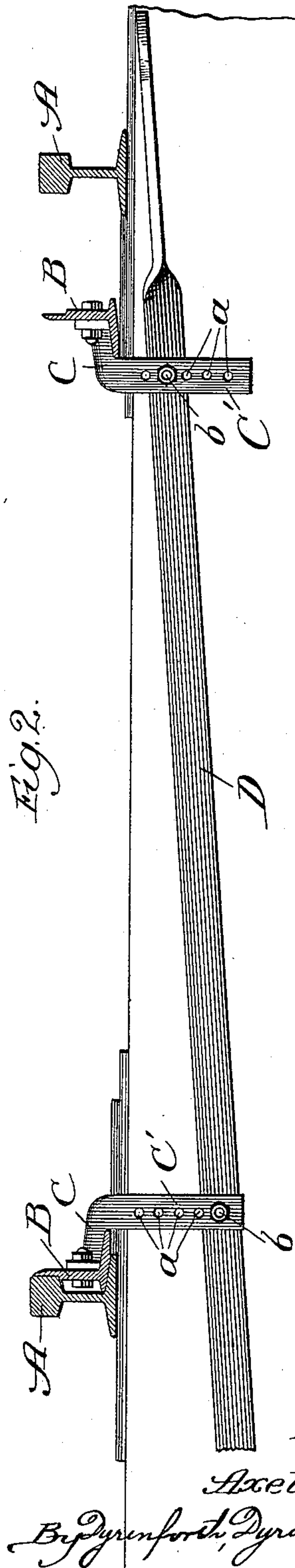
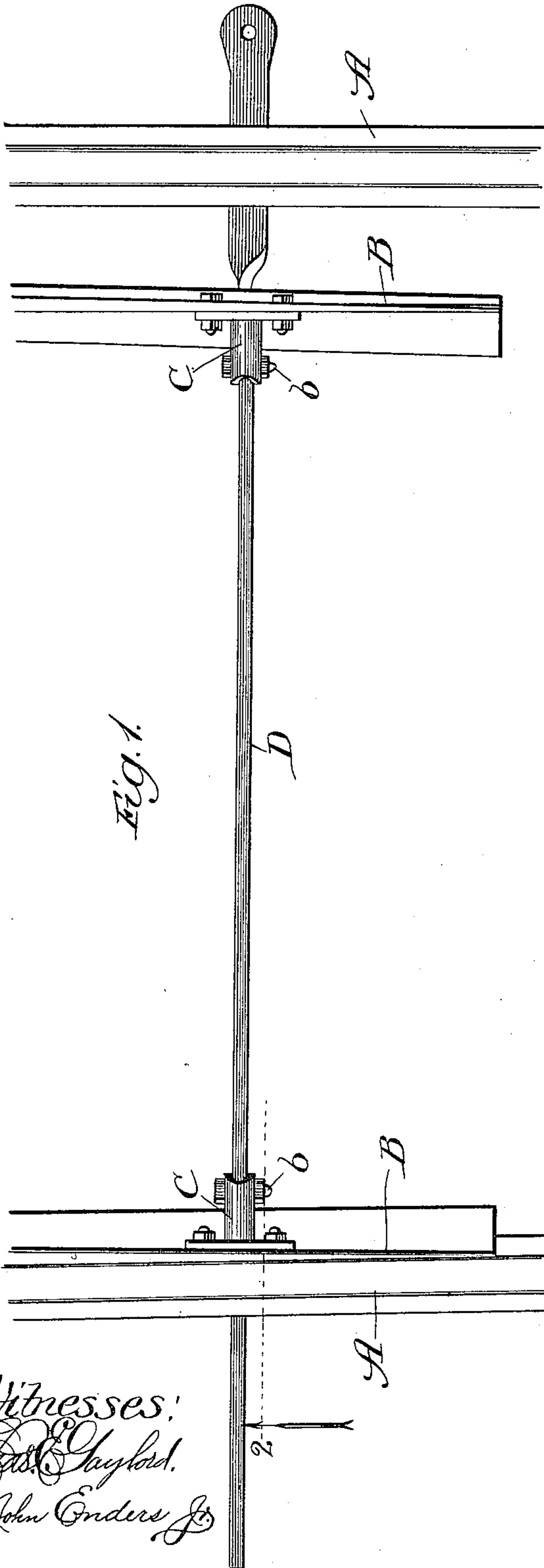
No. 667,637.

Patented Feb. 5, 1901.

A. A. STROM.
RAILWAY SWITCH.

(Application filed Aug. 1, 1900.)

(No Model.)



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UNITED STATES PATENT OFFICE.

AXEL A. STROM, OF AUSTIN, ILLINOIS, ASSIGNOR TO THE STROM MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS.

RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 667,637, dated February 5, 1901.

Application filed August 1, 1900. Serial No. 25,552. (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 object is to provide an improved adjustment for the point-rails of split switches for taking up the wear upon the switch-rails and other parts of the switch, so as to enable the switch-rails to be readily adjusted to the desired degree of fineness for maintaining the proper extent of their throw. To this end I adapt the tie-bar, which extends between the switch-rails for connecting them and holding their gage, to be adjusted at one end or at both ends transversely of the rails in a vertical plane for the purpose of spreading the point-rails farther apart or bringing them closer together, according to the nature of the adjustment required.

The simplest form of mechanism known to me for the embodiment of my invention is that illustrated in the accompanying drawings, in which—

Figure 1 is a broken plan view of a railway-switch equipped with my improvement, and Fig. 2 a section taken at the line 2 on Fig. 1 and viewed in the direction of the arrow.

A A are the main or stock rails, and B B are the movable point-rails of a split switch. To the inner sides of the point-rails are bolted clips C C, each having a depending bifurcated portion C', provided with a vertical row of holes *a* at suitably-close intervals apart.

D is the tie-bar for connection at one end with a switch-stand, (not shown,) and which extends toward its opposite ends between the depending portions of the clips, at each of which it is provided with a hole (not shown) to be brought coincident with opposite holes *a* in a clip part C', where it is fastened by a pin *b* or bolt, passed through the coinciding holes in the clip part and tie-bar.

For the original setting of the gage of the switch-rails the relative location of the holes in the tie-bar may be such as to require one to coincide with the lowermost pair of holes *a* in a clip part C' and there be fastened by

a bolt *b*, and the other to coincide with an upper pair of holes *a* in the opposite clip part C', there to be similarly fastened. Thus in the original setting of the switch-rail gage the tie-bar would incline from the horizontal from one end to the other, and to widen the gage for taking up wear on the point-rails or other connecting parts of the switch construction the tie-bar may be raised at one end to bring the hole at that end between a higher coincident pair of the holes *a* in the adjacent depending clip portion, where it would be fastened by a bolt *b*, or it may be lowered at the opposite end to bring the hole at that end between a lower coincident pair of the holes *a* in the adjacent depending clip portion, where it would be thus fastened, or, if desired, one end of the tie-bar may be raised to be supported in a higher pair of the holes *a*, and the other may be lowered to be supported in a lower pair of the holes *a*.

The particular means shown and described are herein presented merely as one of various means for the embodiment of my invention, which consists, broadly, in adapting the connecting medium between the switch-rails to produce their adjustment by raising or lowering it in a vertical plane. Hence I do not limit my invention to the particular means set forth as embodying it, but intend to be understood as including therein any other means, whether involving crank, eccentric, or other suitable mechanism for effecting the adjustment, provided the means employed serve the purpose of carrying out the principle of my invention of producing the switch-rail adjustment by raising or lowering in a vertical plane the connecting medium between the switch-rails.

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

1. In a railway-switch, the combination with the switch-rails of a connecting medium between them, adjustable by raising and lowering it in a vertical plane along a vertical extension from the rail to set the gage.

2. In a railway-switch, the combination with the switch-rails of a tie-bar connecting them and adjustable by raising and lowering it in a vertical plane along a vertical extension from the rail to set the gage.

3. In a railway-switch, the combination with the switch-rails provided with pendants, of a tie-bar connecting them and adjustable by raising and lowering it in a vertical plane
5 to set the gage.

4. In a railway-switch, the combination with the switch-rails of clips fastened thereto and having pendent portions provided with rows of holes, a tie-bar extending between
10 said clip portions and having holes to coincide with the holes in said clip portions, and pins for fastening the tie-bar through said holes, said tie-bar being adjustable by rais-
15 ing and lowering it in a vertical plane to bring its holes coincident with different holes in said clip portions, substantially as described.

5. In a railway-switch, the combination with the switch-rails of clips fastened thereto and having pendent bifurcated portions provided with pairs of coincident holes, a tie-bar
20 extending between said clip portions and having holes to coincide with pairs of the holes in said clip portions, and pins for fastening the tie-bar through said holes, said tie-bar being adjustable by raising and lowering it in
25 a vertical plane to bring its holes coincident with different pairs of holes in said clip portions, substantially as described.

AXEL A. STROM.

In presence of—
M. J. FROST,
A. D. BACCI.