

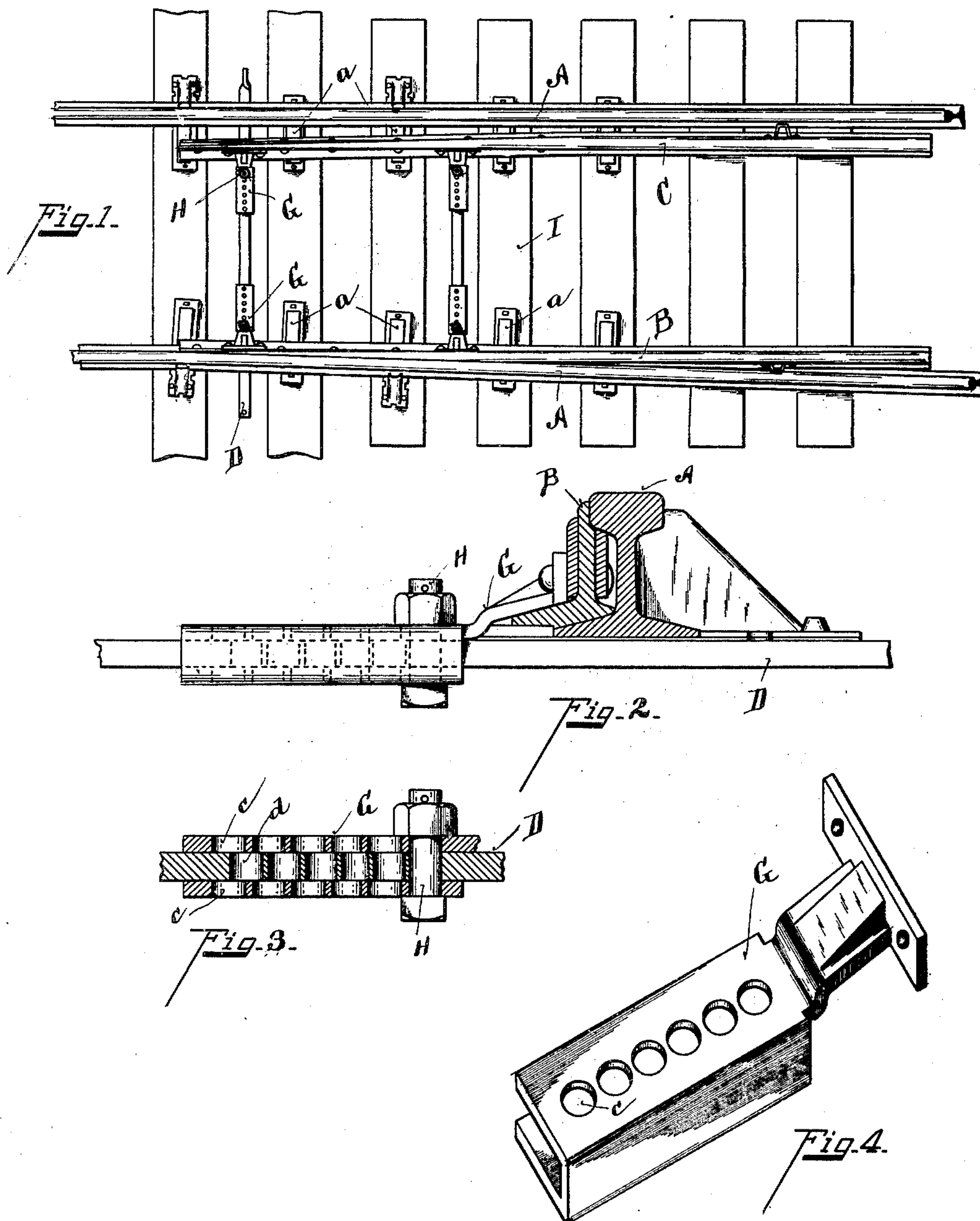
No. 667,827.

Patented Feb. 12, 1901.

C. PARTINGTON.  
ADJUSTABLE SWITCH BAR.

(Application filed Nov. 7, 1900.)

(No Model.)



Witnesses

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# UNITED STATES PATENT OFFICE.

CHARLES PARTINGTON, OF NEWPORT, KENTUCKY, ASSIGNOR TO THE  
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## ADJUSTABLE SWITCH-BAR.

SPECIFICATION forming part of Letters Patent No. 667,827, dated February 12, 1901.

Application filed November 7, 1900. Serial No. 35,726. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES PARTINGTON, a citizen of the United States, residing at Newport, in the county of Campbell and State of Kentucky, have invented certain new and useful Improvements in Adjustable Switch-Bars, of which the following is a specification.

The object of my invention is to provide effective means for adjusting each one of the rails of a split switch independently of the other, whereby a proper alinement may be secured.

The features of my invention are more fully set forth in the description of the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a plan view of my improvement in the position in which it is used. Fig. 2 is a sectional elevation of the rails and channel-bracket. Fig. 3 is a central vertical section of the adjusting device. Fig. 4 is a perspective view of the channel-bracket.

A A represent the main rails, and B C the split-switch rails.

a represents the friction-plates on which the switch-rails rest.

D represents the switch-bar, to which is hinged at one end the crank-arm of the switch-stand. This bar passes continuously under the rails. It is provided with two series of holes just inside of the split-switch rails.

G represents a channel-bracket. The channel portion supports the switch-bar, and the bracket-arm is rigidly connected to the split-switch rail, as shown in Fig. 2. The holes are preferably made about one-sixteenth of an inch apart, the distance being the measure of each adjustment. I have shown six holes; but there may be any desired number employed. There is a corresponding number of holes in each one of the channel-brackets. The holes in the channel pass through both members of the channel. H represents clamping-bolts which secure the switch-bar independently to each of said channel-brackets.

It will be observed that the holes in the switch-bar are about one-sixteenth of an inch apart, while the holes in the channel-bracket are preferably twice that distance apart. Of course the position of these holes in the two members might be reversed, those in the

switch-bar being a greater distance apart than the series of holes in the channel-brackets and still the same adjustment would be secured, one being the equivalent of the other. The first holes of the series in both members normally coincide, as shown in Fig. 3, the clamping-bolts locking the switch-bar to the channel. Now when it is desired to adjust, say, the right-hand switch-rail B one-sixteenth of an inch nearer to the main rail the clamping-bolt is removed and the switch-bar is pushed inwardly until the second series of holes coincide with both members, when the clamping-bolt is put in place and the parts clamped together, and if the adjustment is desired to be, say, six-sixteenths of an inch apart the inner series of holes *c d* are brought into coincident planes and the clamping-bolts inserted therein. The same method of adjusting the left-hand switch-rail C is employed. It will thus be observed that each switch-rail is independently adjusted with respect to the alinement with its main rail. The clamping-bolts not only hold the parts in their adjusted positions, but the nuts and head embrace the channel-wings some distance around the margin of the holes and bind the parts together and strengthen the same. I have also shown the tie-rod I as having two similar series of holes in two channel-brackets, so as to secure an adjustment and alinement a greater distance along the line of the rails.

Having described my invention, I claim—

1. In combination with a switch-bar provided with a series of holes a given distance apart, a pair of channel-brackets adapted to be secured to the switch-rails, each channel being provided with a series of holes pierced through both members thereof, a greater distance apart than the holes in the switch-bar, and locking-bolts passing through the channels and switch-bar and locking the parts to any adjusted position, substantially as specified.

2. A switch-bar adjustment for railway-switch rails composed of a pair of channel-brackets adapted to be secured to the respective switch-rails, a series of holes pierced through both members of the channel a given distance apart, a switch-bar having a series

of holes near each end thereof a fixed distance apart and a different distance from the series of holes in the channel-brackets, locking-bolts passing through both members of  
5 the channel and the switch-bar for securing the said parts in any adjusted position, substantially as specified.

3. A support for a split-switch rail consisting of a channel-bracket having an arm adapted  
10 ed to be rigidly secured to the main rail, the

channel-support for the switch or tie bar provided with a series of holes pierced through both members of the channel, substantially as specified.

In testimony whereof I have hereunto set  
my hand.

CHARLES PARTINGTON.

Witnesses:

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