

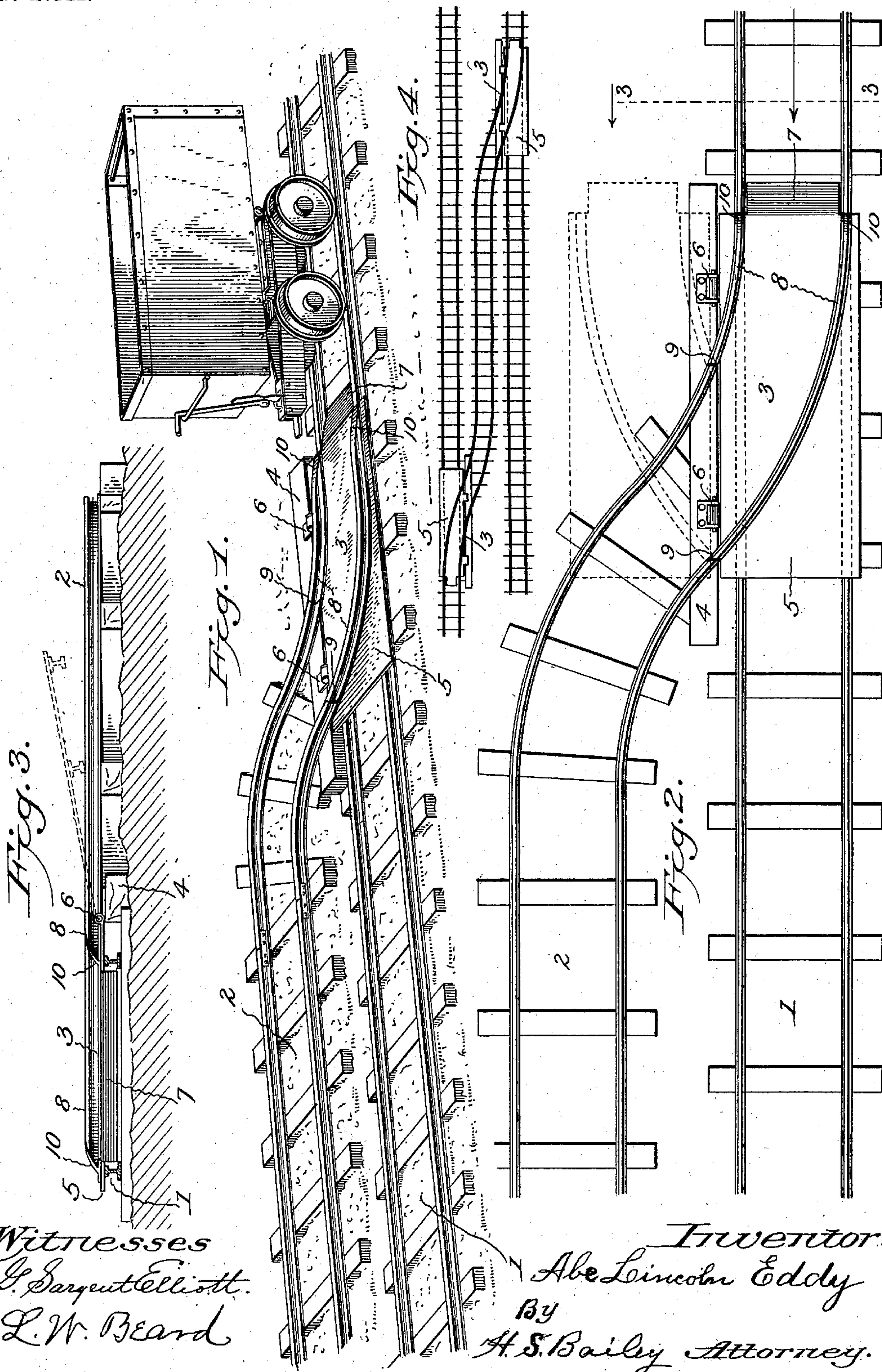
No. 741,896.

PATENTED OCT. 20, 1903.

A. L. EDDY.
RAILWAY SWITCH.

APPLICATION FILED DEC. 29, 1902.

NO MODEL.



Witnesses
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RAILWAY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 741,896, dated October 20, 1903.

Application filed December 29, 1902. Serial No. 137,049. (No model.)

To all whom it may concern:

Be it known that I, ABE LINCOLN EDDY, a citizen of the United States of America, residing at Empire, in the county of Clear Creek and State of Colorado, have invented certain new and useful Improvements in Railway-Switches; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in switches.

The objects of this invention are, first, to provide a swinging-platform switch which can be used in all cases when a switch is required, but which is especially adapted for use in mines where the narrow tunnels admit of only a single track; second, to dispense with the frogs, tongues, and turnouts which are necessary in the ordinary switches and to provide a swinging platform having sections of track secured thereto which connect the main track with the siding, and, third, to provide a switch which can be cheaply made and which can be located at any point upon the main track without the necessity of making any alteration in the same and which cannot become clogged by dirt or fragments of ore or coal, as the case may be. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing the switch in position to turn a car from the main track onto the siding. Fig. 2 is a plan view of the same, the switch being shown as turned back in dotted lines, so as to leave the main track open. Fig. 3 is a sectional view taken on the line 3 3 of Fig. 2, and Fig. 4 is a diagram illustrating the application of the switch to a double track.

Referring to the accompanying drawings, the numeral 1 indicates the main track; 2, the siding, and 3 the improved switch, which connects the main track with the siding. At the point where it is desired to locate the switch a suitable timber 4 is placed adjacent to one of the rails of the main track and securely embedded, so as to be immovable. A plat-

form 5 of suitable dimensions is hinged to the timber 4, as shown at 6, so that when swung in one direction it will lie upon the rails of the main track and when swung in the opposite direction will leave the main track open. This platform is constructed of any suitable material, preferably metal, and its forward end is reduced in width, as shown at 7, and is given a downward incline, so that when the platform rests upon the rails of the main track the downwardly-inclined end 7 will lie between the rails. Upon the top of the platform is rigidly secured a pair of switch-rails 8, the forward ends of which register with the rails of the main track, and from this point the rails curve to one side, so as to lead away from the main track, and terminate at that side of the platform which is hinged to the timber 4. These ends of the switch-rails are cut vertically and at right angles to the main track, as shown at 9, while their opposite ends are beveled off, so as to form inclined planes 10 at the points where they register with the main-track rails. The rails of the siding are curved toward the main track, and their ends rest upon the timber 4 and are secured thereto in position to abut against the outwardly-turned ends of the switch-rails, so that they shall form a continuation of the same. The ends of the siding-rails are cut at a corresponding angle to the ends of the switch-rails, so that a perfect joint will be formed at the point where the rails meet and one which will permit the platform to be swung back out of operative position.

As illustrated in the drawings, the switch is in an operative position or set to connect the main track with the siding; but when it is desired to leave the main track open the platform is swung to the position shown in dotted lines in Figs. 2 and 3. When it is desired to run a car from the main track onto the siding, the platform is swung so as to lie upon the main track, the downwardly-inclined end 7 lying between the rails. The forward ends of the switch-rails will then lie immediately above the main-track rails and their outwardly-curved ends will register with the ends of the siding-rails, thus forming an uninterrupted connection between the main track and siding. As a car approaches in the

direction of the arrow, Fig. 2, the flanges of its forward wheels will contact with the inclined end 7 of the platform and will ride up the said incline. The tread of the wheels is thus lifted out of contact with the rails of the main track, but immediately contact with the inclined ends of the switch-rails and are thus guided onto the switch and thence to the siding.

10 In Fig. 4 I have illustrated the application of the improved switch to a double track. In this case the siding would be situated between the tracks and a switch would be located at each end, so as to connect the siding at one end with the left-hand track and at the other end with the right-hand track, thus permitting a car to be passed from one track to the other or from either track onto the siding.

20 The invention herein set forth is simple and practical and can be quickly applied at any point along the main track. The swinging platform, to which the switch-rails are secured, takes the place of the usual switch mechanism, which is more expensive, requires a greater length of time to be placed, and gets out of order more quickly.

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

30 1. The combination with a main track and siding of a switch, comprising a hinged platform, having switch-rails secured thereto, which connect at one end with the rails of the main track, and at the other end with the rails of the siding, the said platform, when in operative position, resting upon the rails of the main track, substantially as shown.

40 2. The combination with a main track and siding, of a switch comprising a hinged platform, which in operative position, rests upon the rails of the main track; switch-rails se-

cured upon the platform, which connect at one end with the rails of the main track and at the other end with the rails of the siding; and an inclined portion at one end of said platform, which lies between the rails of the main track, substantially as shown. 45

3. In a switch, the combination with a main track and siding, of a platform which is hinged at one side, adjacent to one of the rails of the main track; switch-rails secured upon the platform, which connect with the main track at one end, and with the siding at the other end; the said platform having a downwardly-inclined member at one end, which lies between the rails of the main track, and being designed, when in operative position, to rest upon the rails of the main track, and to be swung to one side, when the main track is to be left open, substantially as shown. 50 55 60

4. In a switch, the combination with a main track and a siding of a platform which is hinged at one side, adjacent to the main track and is adapted when in operative position, to rest upon the main track, one end of said platform being reduced in width, and formed into an inclined plane, which lies between the rails of the main track; switch-rails secured upon the platform; the forward ends of which lie above the rails of the main track and are beveled off so as to form an incline upward from the main track, while their opposite ends connect with the rails of the siding; the said platform being adapted to be swung to one side, when not in use, substantially as shown. 65 70 75

In testimony whereof I affix my signature in presence of two witnesses.

ABE LINCOLN EDDY.

Witnesses:

H. U. SERIGHT,
J. H. SMITH.