

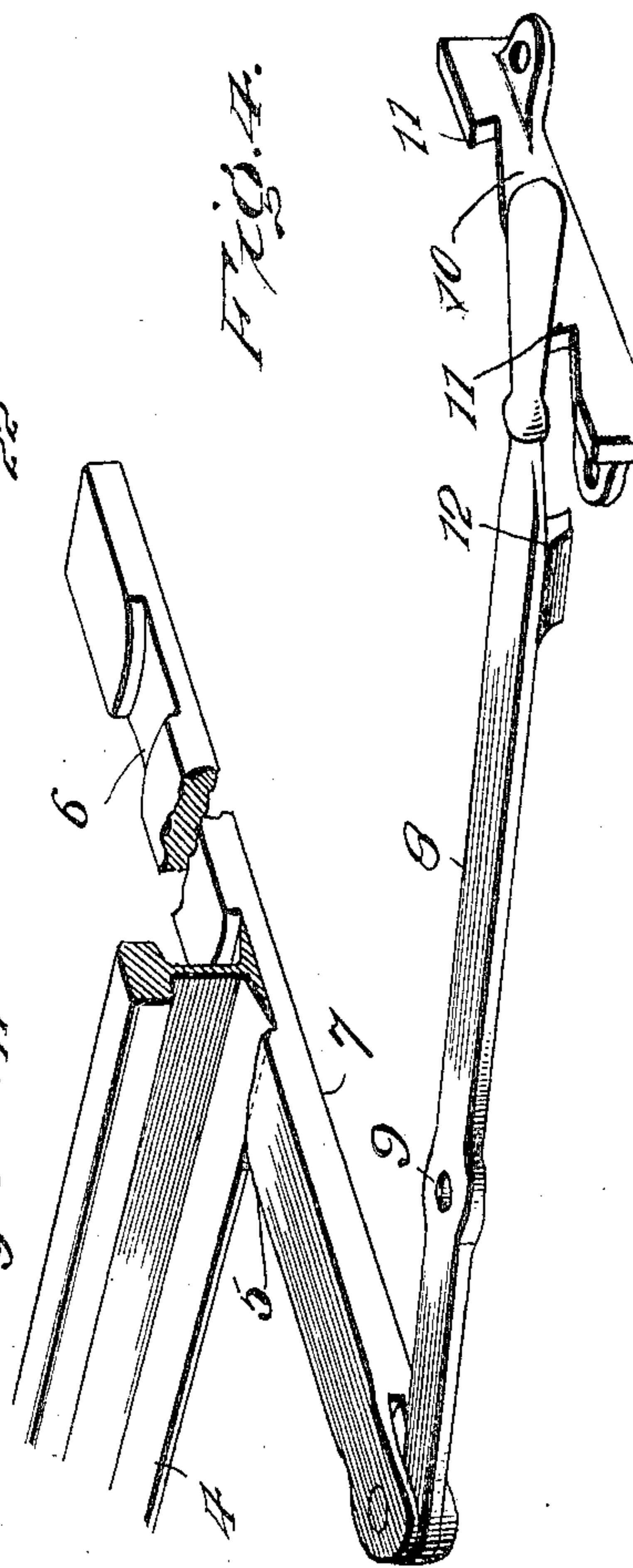
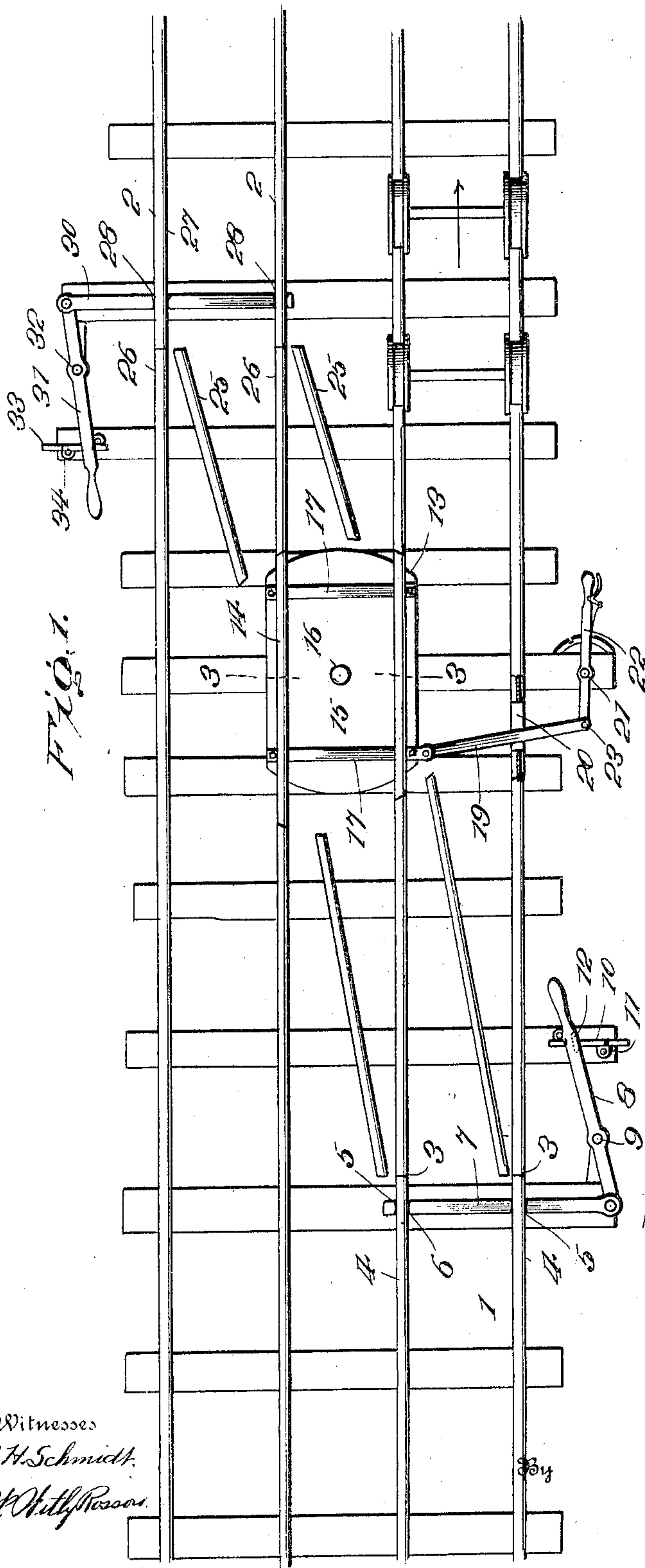
No. 804,393.

PATENTED NOV. 14, 1905.

J. G. GILREATH.  
RAILWAY SWITCH.

APPLICATION FILED JULY 14, 1905.

2 SHEETS—SHEET 1.



Witnesses  
L. H. Schmidt.  
H. W. Peterson.

Inventor  
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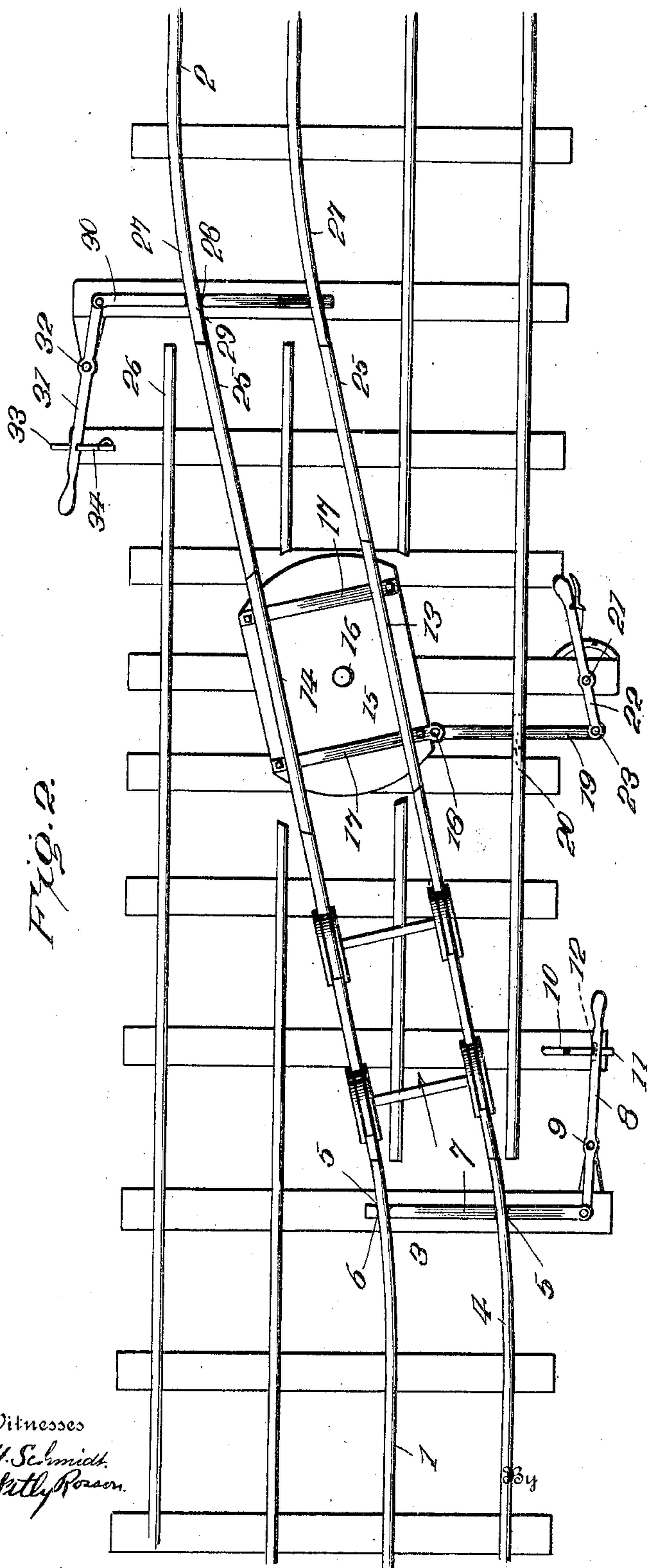
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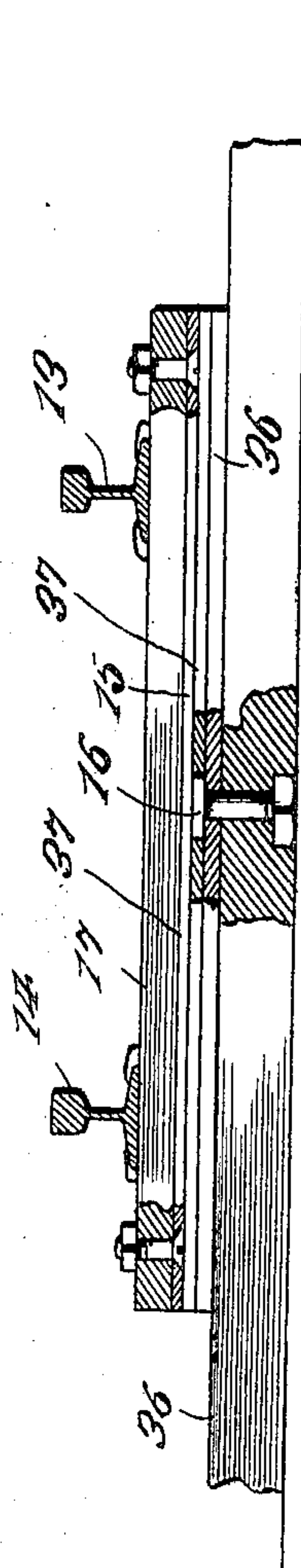
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2 SHEETS—SHEET 2.



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FIG. 3.



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# UNITED STATES PATENT OFFICE.

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OF TWO-THIRDS TO ARTHUR L. COMBS, OF WILKESBORO, NORTH  
CAROLINA.

## RAILWAY-SWITCH.

No. 804,393.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed July 14, 1905. Serial No. 269,652.

*To all whom it may concern:*

Be it known that I, JAMES G. GILREATH, a citizen of the United States, residing at Wilkesboro, in the county of Wilkes and State of North Carolina, have invented a new and useful Railway-Switch; 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 relates to railway-switches, and has for its object to provide efficient and simple means whereby a train may be shifted from one track to another and which is adapted to receive the tread of double-flanged car-wheels, whereby the rails are prevented from spreading. To accomplish these purposes, the main track is adapted to be cut in two places, as shown in the accompanying drawings, leaving them free to be swung to one side or the other, so as to register with the other main track or a side track.

Other and further objects and advantages of the invention will be hereinafter set forth and the novel features thereof defined in the appended claims.

The invention is illustrated in the accompanying drawings, which, with the figures of reference marked thereon, form a part of this application, and in which—

Figure 1 is a top plan view of my improved railway-switch. Fig. 2 is a perspective view of the sections 13 and 14 and the base-plate and its lever connections. Fig. 3 is a perspective view of a section of the rails, showing the portions 4 and the lever connections for operating the same; and Fig. 4 is a detail perspective view of the slide-bar 7 and the operating-lever 8.

Reference now being had to the details of the drawings by figures, 1 designates the rails of the main track, and 2 the rails of the side track, said main track being cut, as shown at 3, leaving portions 4 of the main track to act as point-rails, which are made of spring metal, so that they will be under tension when swung into registration with the rails of the said track. The portions 4 are recessed at 5 and adapted to engage recesses 6 in a sliding bar 7, which is pivotally connected to a lever 8, which is pivoted upon one of the ties, as at 9. Bolted to one of the ties is a catch 10, having a suitable tooth 11, which is adapted to be engaged by a tooth 12 upon the lever 8—that

is to say, when the lever is swung upon its pivot—throwing the point rails or portions 4 into registration with the said track, the tooth upon the lever will engage the tooth 11 upon the catch 10.

13 and 14 designate two sections of the rails of the side track, which are adapted to be secured to a base-plate 15, which base-plate is pivotally mounted upon ties, as at 16, in such a manner as to register with the rails of the side track or with those of the main track. Reaching from the section 13 to the section 14 are cross-beams 17, which are also secured to the base-plate. Projecting from the side of the section 14 is an arm 18, which is pivotally connected to a pitman rod or bar 19, which is adapted to have play in an elongated aperture 20 in the web of one of the rails of the main track. This elongated aperture is for the purpose of forming a guide for the pitman-rod 19. Pivotally mounted, as at 21, is a lever 22, which has pivotal connections with the pitman-rod 19, as at 23. This lever 22 is for the purpose of throwing the sections of rails 13 and 14 which are mounted upon the base-plate 15 into registration with the rails of the main track or of the side track.

24 designates rails of the main track, and 25 rails of the side track, said main track being cut, as shown at 26, leaving portions 27 of the main track to act as point-rails, which are made of spring metal, so that they will be under tension when swung into registration with the rails of the side track. The portions 27 are recessed at 28 and adapted to engage recesses 29 in a sliding bar 30, which is pivotally connected to a lever 31, which is pivoted upon one of the ties, as at 32. Bolted to one of the ties is a catch 33, having a suitable tooth 34, which is adapted to be engaged by a tooth 35 upon the lever 31—that is to say, when the lever is swung upon its pivot, throwing the point rails or portions 27 into registration with the side track, the tooth upon the lever will engage the tooth 34 upon the catch 33.

36 and 37 designate two sections of a suitable turn-table, section 36 being secured to the ties, and section 37 being secured to the under surface of the base-plate of the movable sections 13 and 14. This turn-table is for the purpose of allowing the sections 13 and 14 to have an easy pivotal movement.

Of course it is distinctly understood that



various changes may be made in the details of construction and combinations of parts other than those illustrated in the accompanying drawings without in any way departing from the spirit and scope of the invention.

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

1. A railway-switch, comprising in combination with the main track and side track, a pair of movable sections of the main track, a base-plate and suitable cross-beams for securely holding the movable sections rigidly together, an arm projecting from one side of one of said sections, a pitman-rod, one end of which is connected to said arm and the other end to a suitable lever for operating said movable sections, substantially as specified.

2. A railway-switch, comprising, in combination with the main track and side track, the main track being cut, forming point-rails which are of spring metal so that they can be swung under tension, said rails being adapted to engage suitable recesses in a pitman-rod, said rod being pivotally connected to a suitable operating-lever, a tooth upon the under surface of said lever, and a toothed catch adapted to be engaged by the tooth of the lever when the spring point-rails are swung against tension to register with the main track and side track, substantially as specified.

3. A railway-switch, comprising in combination with the main track and side track, a pair of movable sections of the main track, a base-plate and suitable cross-beams for securely holding the movable sections rigidly together, an arm projecting from one side of one of said sections, a pitman-rod adapted to have longitudinal movement through an elongated aperture in the web of one of the rails of the main track, one end of said rod being pivotally connected to said arm and the other end to a suitable lever for operating said movable sections, substantially as specified.

4. A railway-switch comprising, in combination with the main track and side track, a pair of movable sections of the main track, a base-plate and suitable cross-beams for securely holding the movable sections rigidly together, an arm projecting from one side of one of said sections, a pitman-rod, one end of which is connected to said arm, and the other end to a suitable lever for operating said movable sections, a turn-table, comprising an upper and a lower plate, each of which is circular in plan view, one of said plates being secured to the under surface of the base-plate, and the other securely attached to the ties, and a pivot-pin securely holding said base-plate and turn-table together, substantially as specified.

5. In a railway-switch the combination of a main track having a pair of yieldable rails recessed at one end, a slide-bar having recesses adapted to engage said recesses aforementioned, a fulcrumed lever pivoted to said slide-bar, said lever being resilient whereby it is adapted to engage and disengage the teeth of a rack-bar, a revolving base-plate having a pair of rails mounted thereon, means for connecting the rails of the main track with the rails of the revolving plate, said revolving plate being pivoted in its center, a lever having a dog adapted to engage the teeth of a rack-bar, said lever having a pitman connected with said base-plate and adapted to swing it into and out of position, an apertured or slotted rail adapted to provide a guide for said pitman, means for connecting a side track with said base-plate, substantially as and for the purpose described.

In testimony whereof I have hereto affixed my signature in the presence of two witnesses.

JAMES G. GILREATH.

Witnesses:

O. F. BLEVINS,  
T. M. CRYSEL.