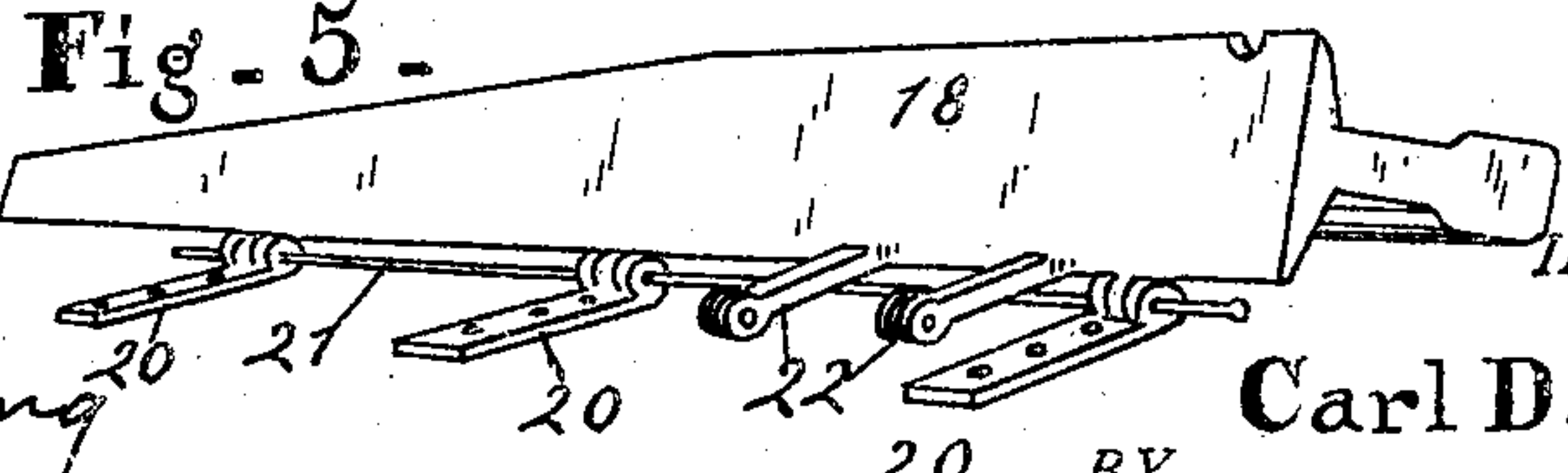
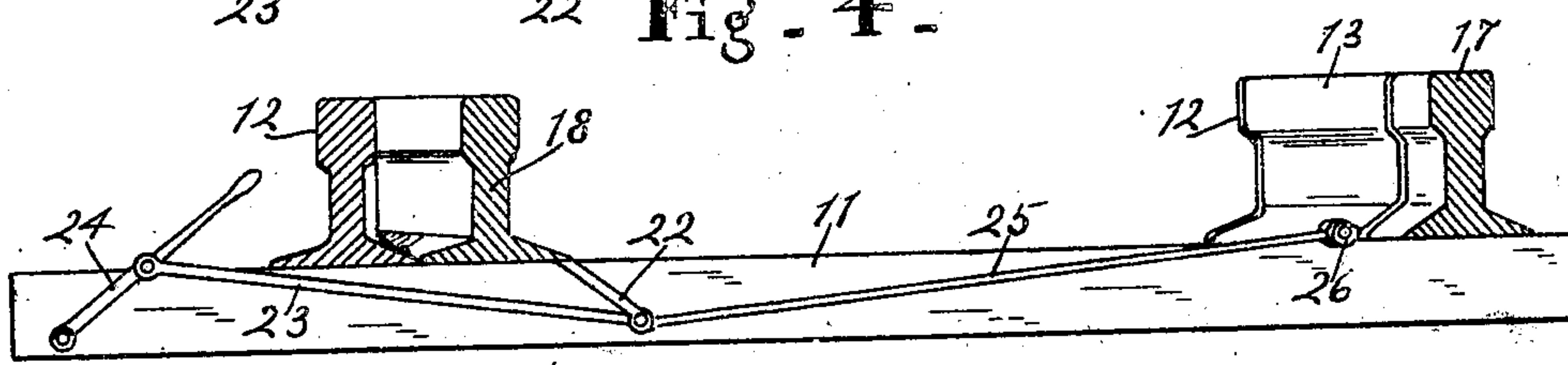
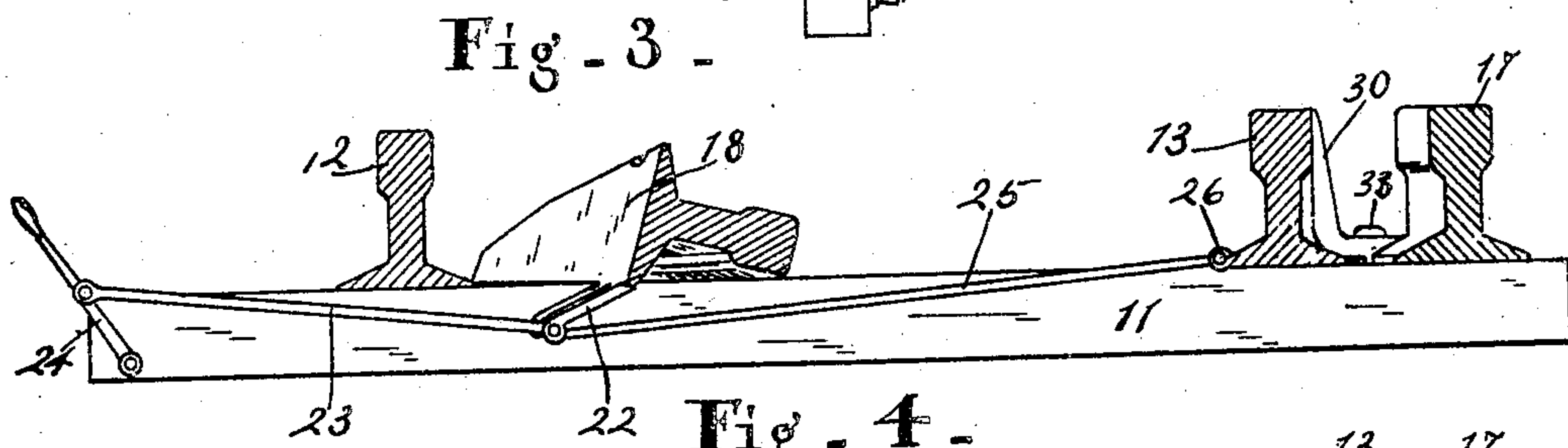
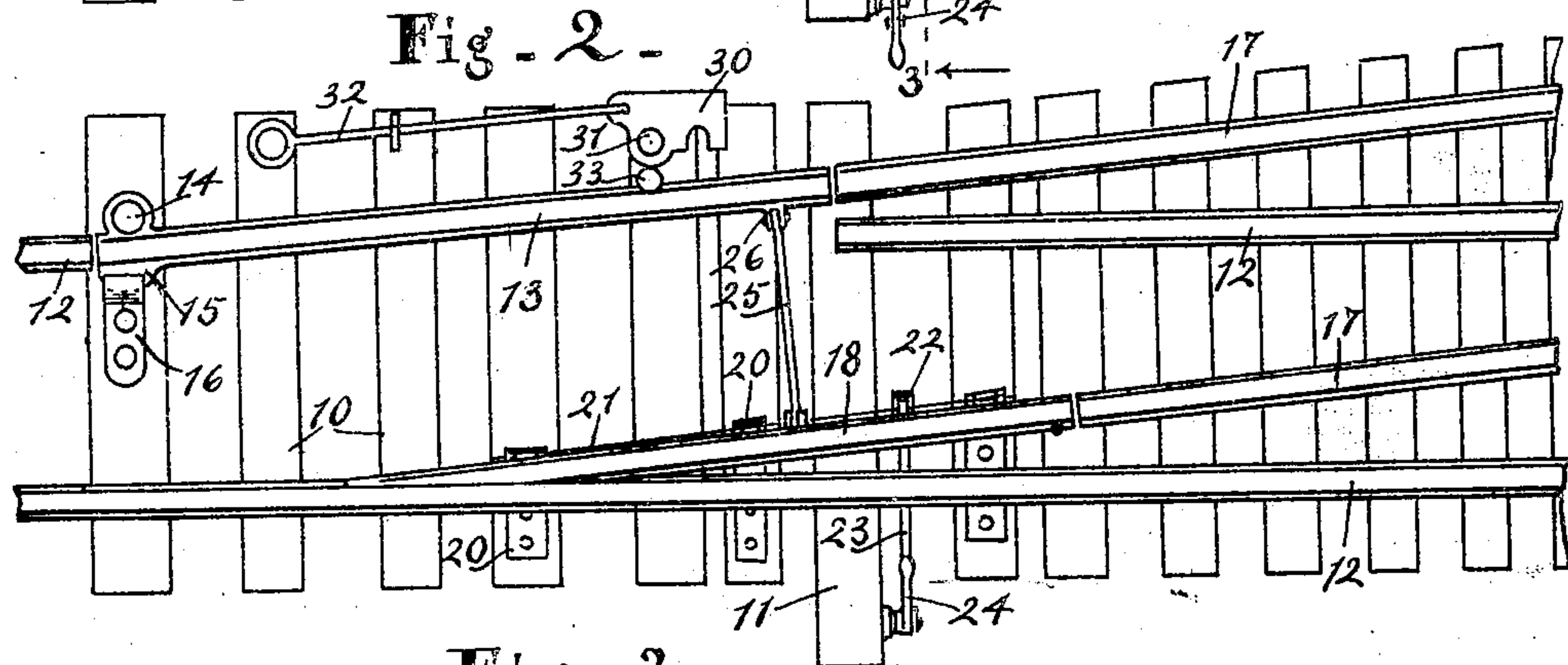
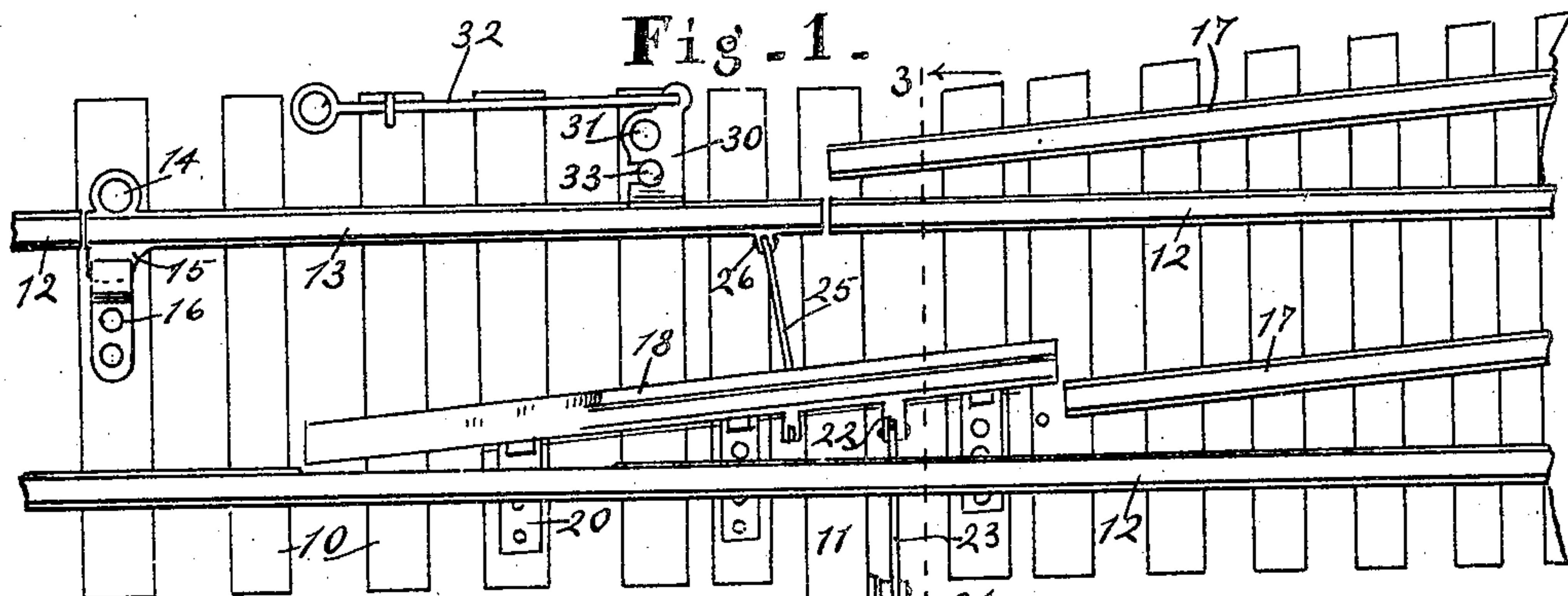


No. 844,014.

PATENTED FEB. 12, 1907.

C. D. FULLER.  
RAILWAY SWITCH.  
APPLICATION FILED OCT. 18, 1906.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

CARL D. FULLER, OF BOURBON, INDIANA.

## RAILWAY-SWITCH.

No. 844,014.

Specification of Letters Patent.

Patented Feb. 12, 1907.

Application filed October 18, 1906. Serial No. 339,568.

*To all whom it may concern:*

Be it known that I, CARL D. FULLER, of Bourbon, county of Marshall, and State of Indiana, have invented a certain new and useful Railway-Switch; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like letters refer to like parts.

The object of this invention is to provide an improved railway-switch construction wherein the inner switch-rail is turned over on its side away from the main-track rail for opening the switch and is turned up against the main-track rail for closing the switch, and a connection is provided between said rocking switch-rail with a rail of the main track which is pivoted at one end, whereby said main-track rail is shifted by the rocking switch-rail into line with the main track when the switch is closed and in line with the side-track rail when the switch is open.

The full nature of the invention will be understood from the accompanying drawings and the following description and claims.

In the drawings, Figure 1 is a plan view of a railway-track at a switch, showing the switch closed. Fig. 2 is the same, showing the switch open. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 is a similar section through Fig. 2, omitting the inner stationary main-track rail. Fig. 5 is a perspective view of the rocking switch-rail.

Upon ordinary cross-ties 10 and switch-tie 11 the main-track rails 12 are mounted, with all of the rails stationary excepting the rail 13, which is pivoted by the pivot 14 to the cross-tie at one end of said rail, so that the other end will be free for lateral sliding movement. At the pivotal end there is a flange 15 on said rail 13, that projects beneath a guard 16, secured to the cross-tie to cooperate with the pivot 14 and hold the rail in place and upright. There are side-track rails 17 and a switch-rail 18. This switch-rail 18 is formed with the usual taper at the end that abuts against the side of the main-track rail. It is fulcrumed or hinged at the inner side of its base-flange to the cross-ties by means of the hinges 20, (seen in Fig. 5,) which are secured upon the cross-ties in a horizontal position. There is a hinge-rod 21 passing through these hinges; but the hinging may be effected in any well-known manner, so that the rail 18 may be rocked or turned inward to lie sidewise upon the cross-ties, as shown in Fig.

3. This latter position is the closed position of the switch, the switch-rail being turned away so far from the main-track rail that it will not interfere with the flanges of the car-wheels. Said switch-rail 18 is rocked or turned by an arm 22, extending downward from its inner flange, and a connecting-rod 23 and a switch-lever 24 fulcrumed on the switch cross-tie 11. Therefore by the hand-lever 24 the switch-rail 18 may be turned on its side away from the main-track rail to close the switch or to rock said switch-rail into its upright position, as shown in Fig. 4, and against the main-track rail to open the switch. In this latter position the switch-rail 18 is in alinement with the side-track rail 17. The hand-lever 24 simultaneously actuates the rocking switch-rail 18 and shifts the main-track pivotal rail 13. It is seen by examining Figs. 3 and 4 that when the switch-rail 18 is turned downward, as shown in Fig. 3, the main-track rail 13 will be in alinement with the main track, and therefore the switch will be closed and the main track open; but when the lever is actuated in an opposite direction it turns the switch-rail 18 up against the main-track rail and shifts the free end of the rail 13 into alinement with the side-track rail, whereby the switch is opened and the main track closed.

In order to hold the free end of the pivotal rail 13 of the main track firmly in place in alinement with the main-track rails, a plate 30 is fulcrumed upon a cross-tie at 31 in position to engage the side of said rail 13 and hold it in alinement. Said plate 30 is turned away from the rail 13 to permit the latter to be shifted into alinement with the side-track rail by the bar 32. The plate 30 also has a notch to cause said plate to engage a pin 33 in the cross-tie for strengthening said plate when it is in the position shown in Fig. 1. Said pin also serves as a stop to accurately limit the shifting movement of the rail 13 in line with the side-track rail, as shown in Fig. 2.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination with the main-track rails of a railway, a section of one of said main-track rails being pivoted at one end and slidable at the other, side-track rails with one of which said movable main-track section is slidable into alinement, a switch-rail adapted to be rocked into an open position or into position to make connection between the other side-track rail and the other main-track rail,



and a connection between said switch-rail and said movable main-track section that causes their simultaneous action in opening and closing the switch.

5 2. A railway-switch in connection with suitable main and side track rails, that includes a rocking switch-rail pivotally mounted beside the main-track rail so that it can be  
10 turned upward against the main-track rail and in alinement with the side-track rail downward away from said rails, a slidable switch-rail on the other side of the track that is pivotally mounted at one end in line with  
15 at the other end into alinement with either the main-track rail or side-track rail, a connection between said switch-rails that moves and holds them in alinement with the side-track rail when the rocking switch-rail is in  
20 its upper position and holds said slidable switch-rail in alinement with the main track when the rocking switch-rail is in its downward position, and means for actuating either of said switch-rails.

25 3. A railway-switch in connection with suitable main and side track rails, that includes a switch-rail beside one of the main-track rails and in line with one of the side-track rails pivotally mounted upon the cross-ties so as to be turned upon its side away from  
30 the main-track rail, rigid arms extending downwardly from the inner flange of said switch-rail, a companion switch-rail pivoted at one end in line with the main-track rail and  
35 at the other end free to be shifted in a line with either the main-track rail or the side-track rail, a bar connecting said last-mentioned switch-rail with the arm of the next-mentioned switch-rail of such length that  
40 when the first-mentioned switch-rail is on its side the other switch-rail will be in line with the main track, and a lever connection with the arm from said rocking switch-rail whereby the same is actuated.

45 4. A railway-switch in connection with suitable main and side track rails, that includes a rocking switch-rail pivotally mounted beside the main-track rail so that it can be turned upward against the main-track rail and

in alinement with the side-track rail or downward away from said rails, a slidable switch-rail on the other side of the track that is pivotally mounted at one end in line with the main track and free to be laterally shifted at the other end into alinement with either the  
55 main-track rail or side-track rail, a connection between said switch-rails that moves and holds them in alinement with the side-track rail when the rocking switch-rail is in its upper position and holds said slidable switch-rail in alinement with the main track when the rocking switch-rail is in its downward position, means for actuating either of said switch-rails, and a stop to limit the movement of said sliding switch-rail.  
65

5. A railway-switch in connection with suitable main and side track rails, that includes a rocking switch-rail pivotally mounted beside the main-track rail so that it can be turned upward against the main-track rail  
70 and in alinement with the side-track rail or downward away from said rails, a slidable switch-rail on the other side of the track that is pivotally mounted at one end in line with the main track and free to be laterally shifted  
75 at the other end into alinement with either the main-track rail or side-track rail, a connection between said switch-rails that moves and holds them in alinement with the side-track rail when the rocking switch-rail is in  
80 its upper position and holds said slidable switch-rail in alinement with the main track when the rocking switch-rail is in its downward position, means for actuating either of said switch-rails, a lock-plate pivotally  
85 mounted on the cross-tie outside of said sliding switch-rail that locks and holds it in line with the main-track rail, and means for turning said lock-plate away from said sliding switch-rail when it is desired to open the  
90 switch.

In witness whereof I have hereunto affixed my signature in the presence of the witnesses herein named.

CARL D. FULLER.

Witnesses:

CHAS. VAN BUSKIRK,  
ELDRIDGE B. RIZER,