F. SALLEE.

RAILROAD SWITCH.

APPLICATION FILED MAR. 3, 1908.

898,687.

Patented Sept. 15, 1908.

2 SHEETS—SHEET 1.

Fig. 1

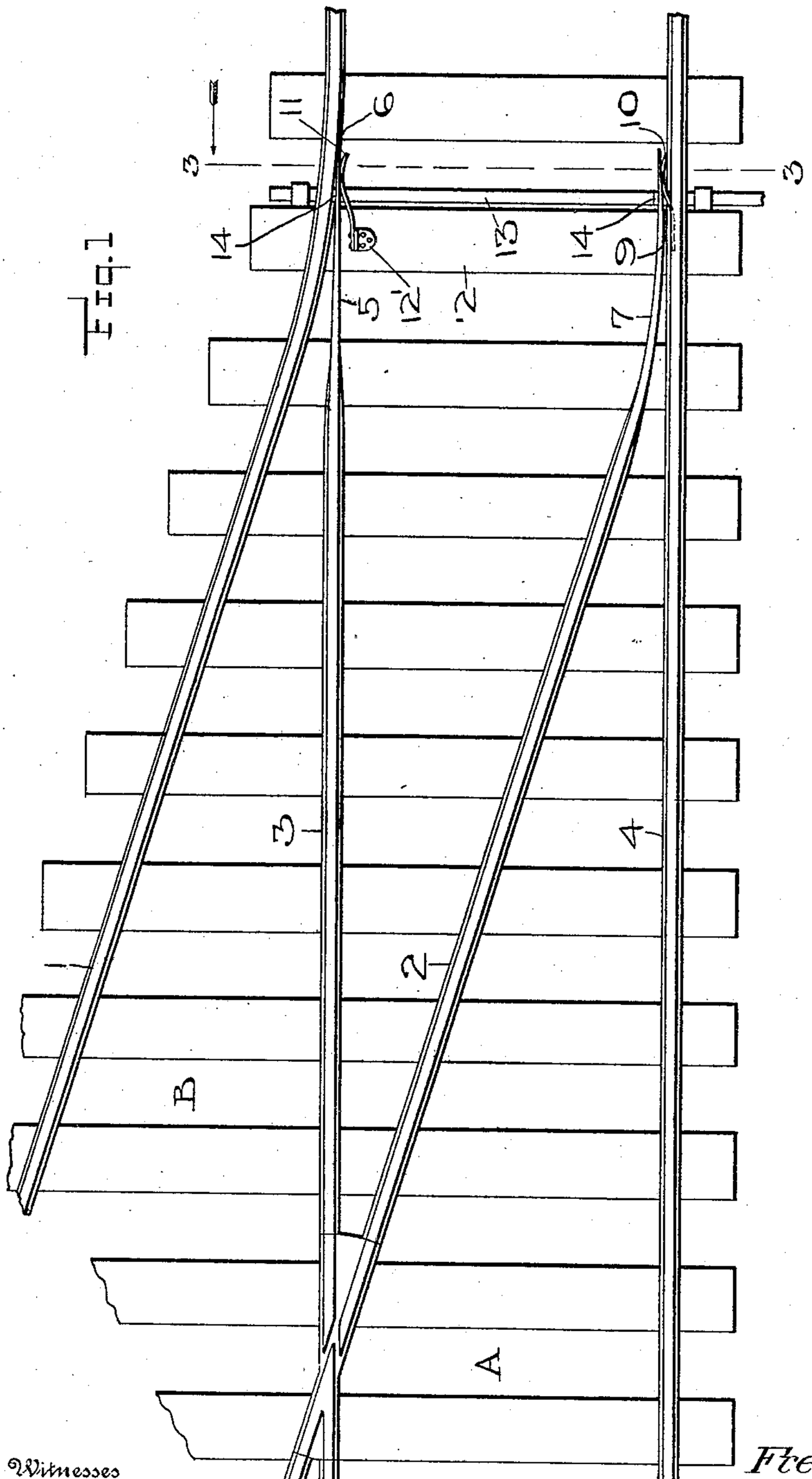
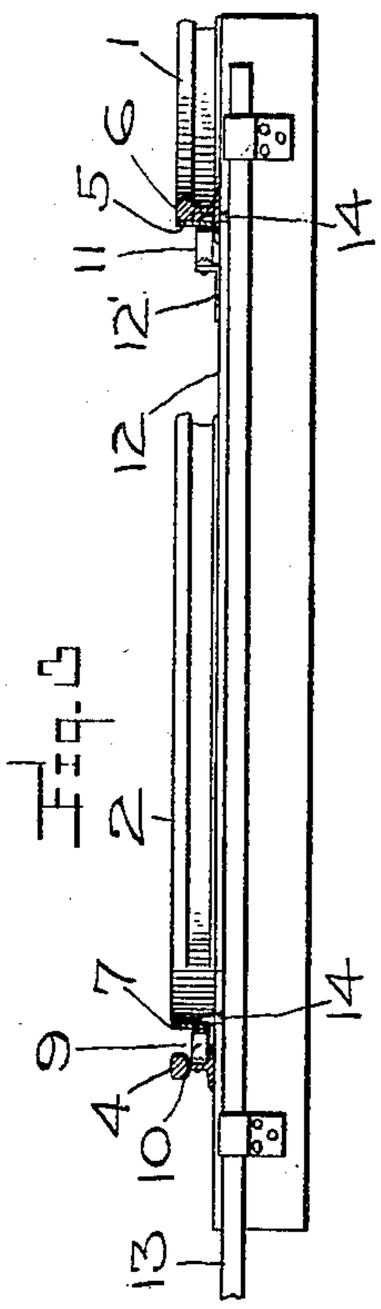


Fig. 2



Witnesses

Edwin P. Lusby

E. L. Chandlee

Inventor

Fredrick Sallee.

By Woodward & Chandlee

Attorney

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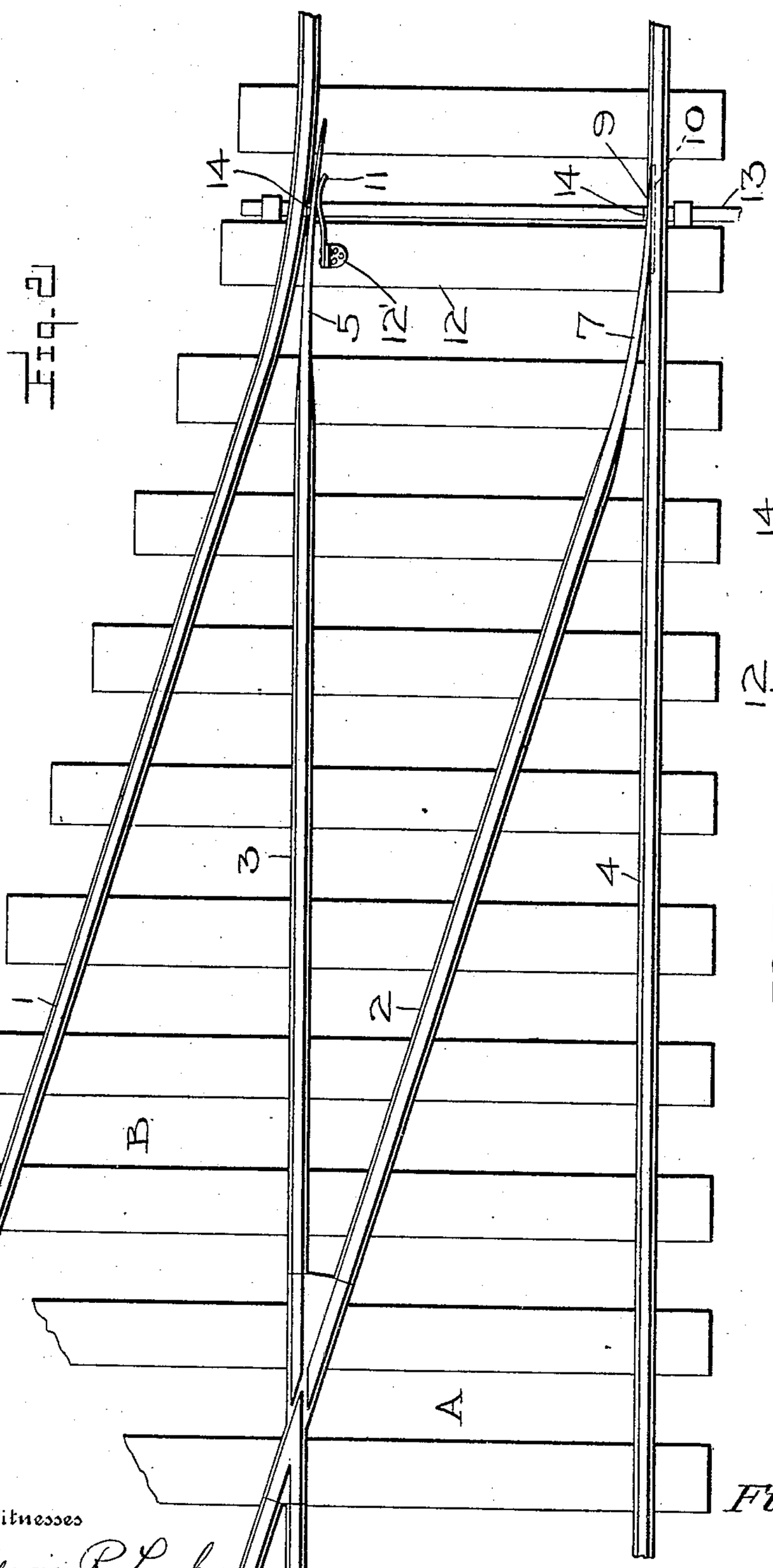

FIG. 2

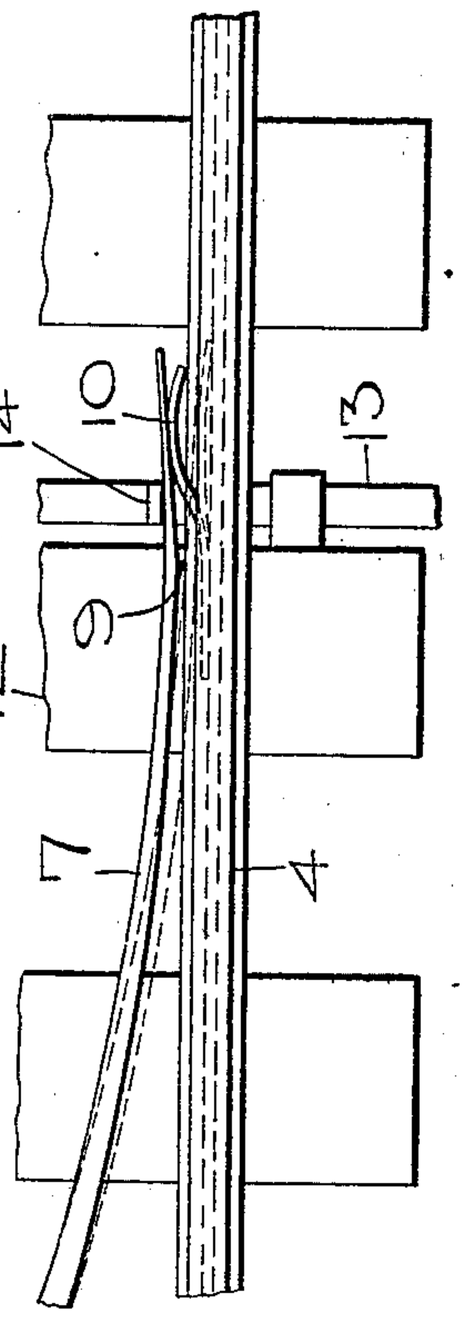

FIG. 4

Witnesses

Edwin P. Lusby.

E. L. Chandlee

Inventor

Fredrick Sallee.

By Woodward & Chandlee

Attorney

UNITED STATES PATENT OFFICE.

FREDRICK SALLEE, OF KILDARE, OKLAHOMA.

RAILROAD-SWITCH.

No. 898,687. Specification of Letters Patent. Patented Sept. 15, 1908.

Application filed March 3, 1908. Serial No. 418,963.

To all whom it may concern:

Be it known that I, FREDRICK SALLEE, a citizen of the United States, residing at Kildare, in the county of Kay and State of Oklahoma, have invented certain new and useful Improvements in Railroad-Switches, of which the following is a specification.

This invention relates to railways, and more particularly to railroad switches, and has for its object to provide a switch that will allow the outward passage of a train thereover while in closed position, without risk of derailing the train.

Another object is to provide a novel and desirable means for retaining the switch in closed position.

Another object is to provide a switch having these qualities, which will be of simple structure and easy to manufacture from stock material.

Other objects and advantages will be apparent from the following description, and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims, and that any suitable materials may be used, without departing from the spirit of the invention.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views:—Figure 1 is a detailed plan view of the switch in closed position, Fig. 2 is a similar view showing the switch in open position, Fig. 3 is a transverse view of the switch, and Fig. 4 is a detail of the spring operating means.

Referring to the drawings there is shown a switch B having rails 1 and 2 respectively leading to a main track A having rails 3 and 4. As shown, the rail 2 of switch B, is carried on to the main line track and forms a continuation of that track, the main line rail 3 terminating in a spring rail 5 bearing against the rail 1 as shown at 6. The rail 2 of the switch B terminates in a spring rail 7 the outer end of which lies in spaced relation with the rail 4 of the main line B, as shown at 9. A bar spring 10 is secured to the rail 4 adjacent to the portion 9 of the spring rail 7 and is arranged to bear there against to hold it yieldably against contact with main line rail 4. A similar bar spring 11 is secured upon a frog 12′ secured to the tie 12 and is arranged to bear against the spring rail 5 to hold it yieldably in contact with the rail 1. A cross bar 13 is engaged slidably beneath the tracks in the usual manner, and is provided with upwardly and outwardly extending tongues 14 one of which is engaged with the spring rail 5 outwardly thereof and the other engaged with the rail 7 inwardly thereof at the point 9. The cross bar 13 may be operated by any of the usual methods to throw the portion 9 of the rail 7 against the rail 4 of the main line and to deflect the portion 6 of the spring rail 5 from contact with the rail 1, to shift a train from the main line onto the switch, as will be understood. The reverse operation of the switch is accomplished by the action of the spring 10 and 11 when the cross bar is drawn back to its normal position.

It will be seen that a switch is here provided for which will allow the passage of the train from the switch to the main line without the necessity of setting, with perfect safety to the train.

What is claimed is:—

A railroad switch comprising resilient rails, beveled and arranged to lie in close engagement with main line rails, springs engaged against said resilient rails to hold one yieldably in engagement with one main line rail and the other yieldably in spaced relation with the opposite main line rail, and a cross bar having projections upon its upper face said projections being arranged to engage on a common side of the resilient rails to force them in unison against the action of the springs, said cross bar being arranged for engagement with switch operating mechanisms of various types.

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

FREDRICK SALLEE.

Witnesses:

BERTHA JARRARD,

F. E. EASTMAN.