

A. T. FOSTER.

SWITCH.

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899,967.

Patented Sept. 29, 1908.

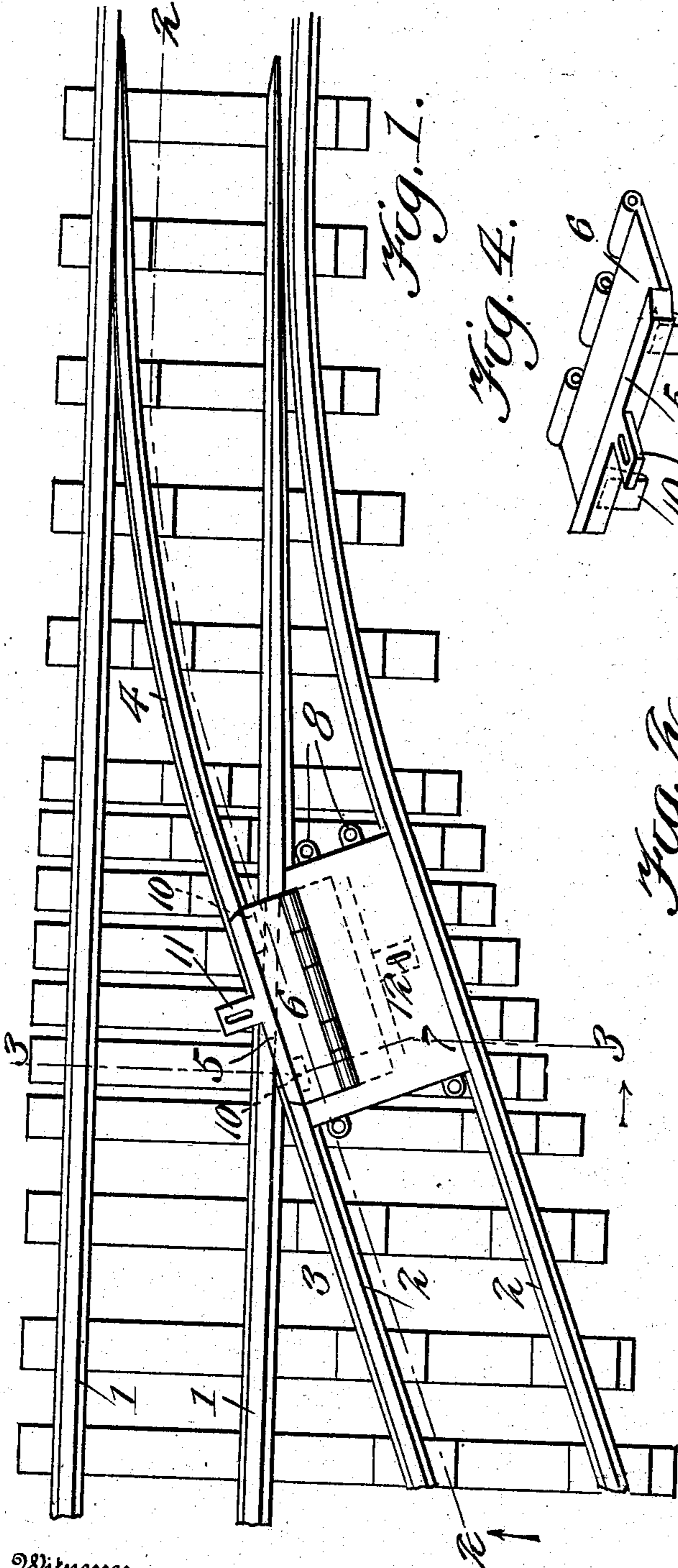


Fig. 1.

Fig. 4.

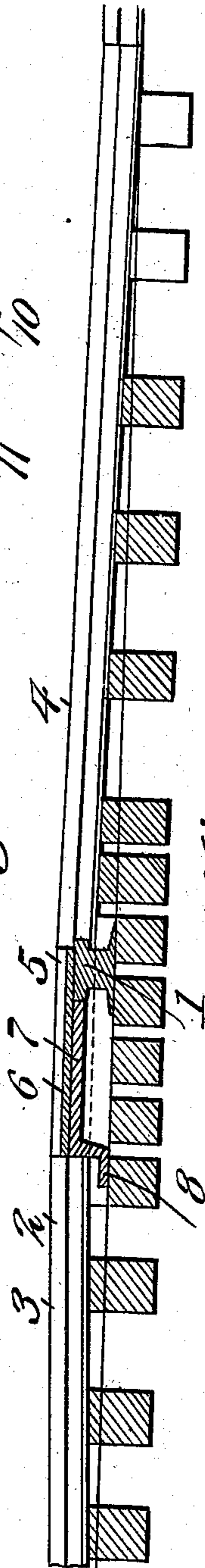
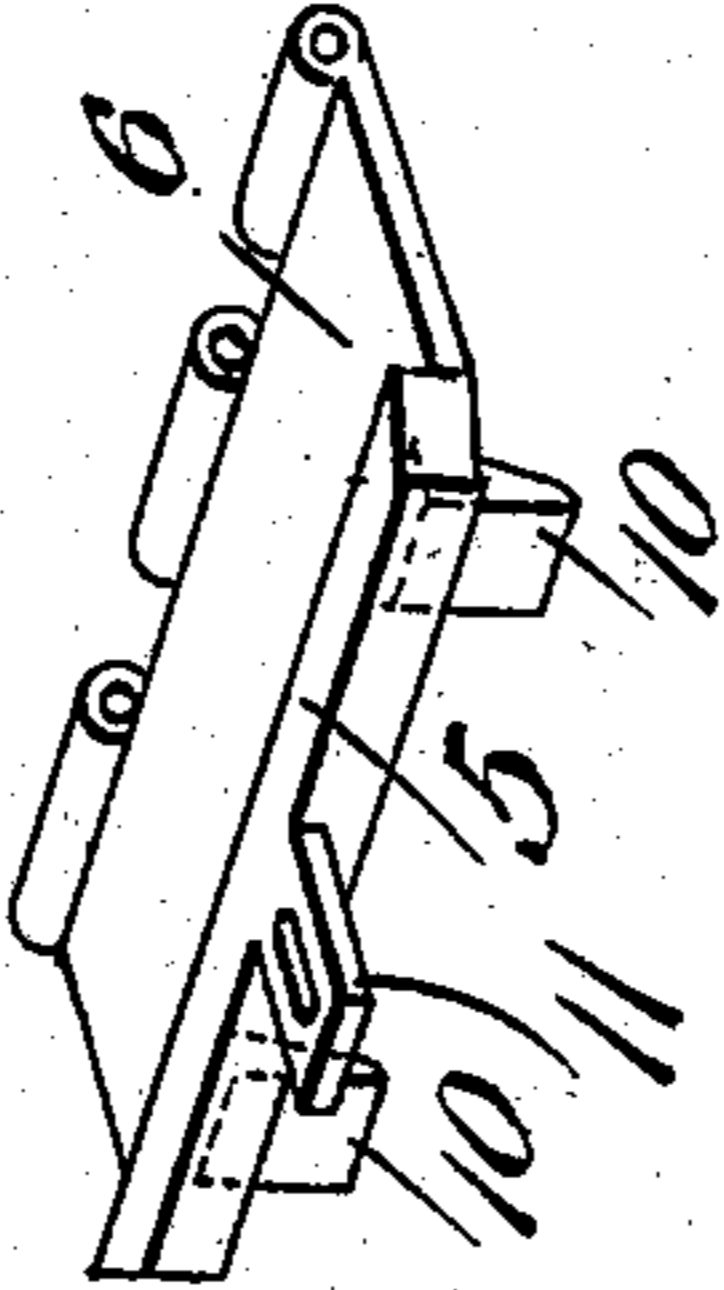
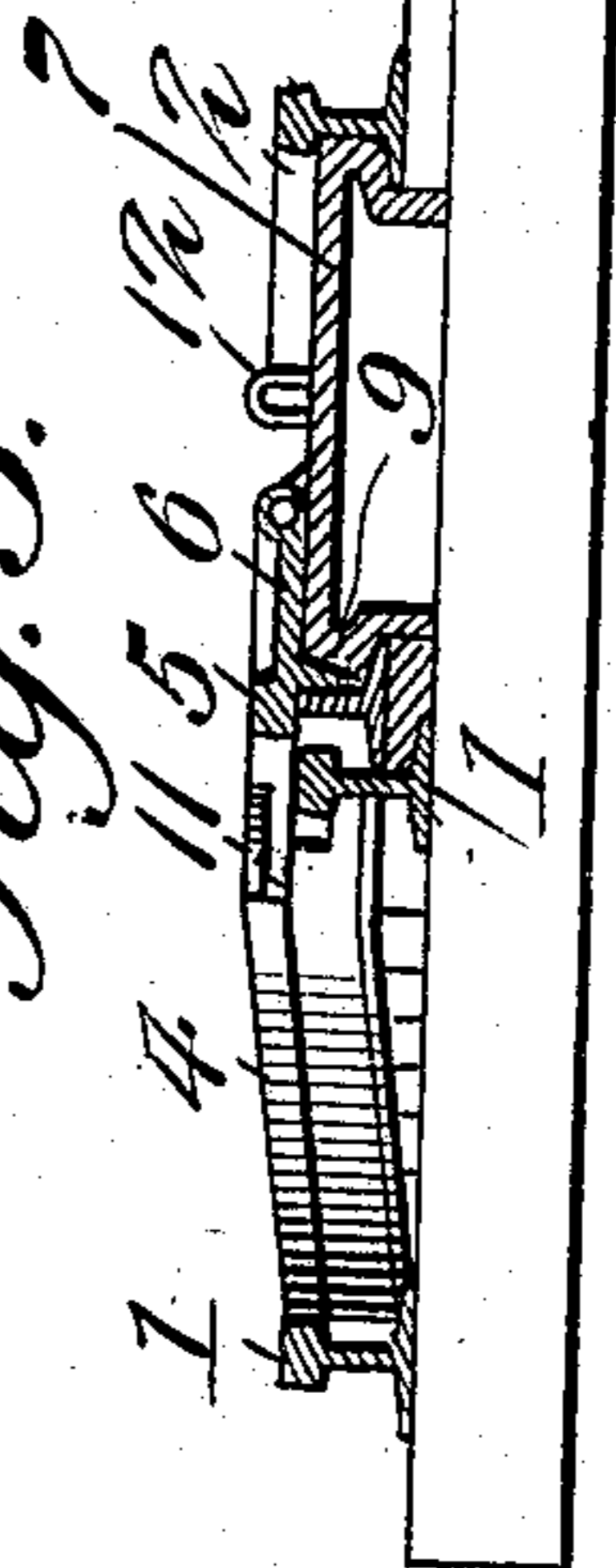


Fig. 2.

Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

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SWITCH.

No. 899,967.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ANDREW T. FOSTER, a citizen of the United States, residing at Fillmore, in the county of Putnam and State of Indiana, have invented new and useful Improvements in Switches, of which the following is a specification.

This invention relates to railway switches, and the object of the invention is to provide one of the members of the switch rail with an intermediate section adapted to overlies the main rail when the switch is opened, thus doing away with frogs and leaving the main rails whole.

With these and other objects in view the invention resides in the novel construction and combination of parts, hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view of a railway switch constructed in accordance with my invention. Fig. 2 is a horizontal sectional view upon the line 2—2 of Fig. 1. Fig. 3 is a transverse sectional view upon the line 3—3 of Fig. 1. Fig. 4 is a detail perspective view of the hinge member carrying the intermediate rail section.

In the drawings the numeral 1 designates the main rails of a track and 2 the switch rails thereof. The switch rails employed with the contemplated form of my device are raised in their centers as illustrated in Fig. 2 of the drawings. The rail of the switch section crossing the rail 1 of the main track is constructed of a pair of sections 3 and 4. The sections 3 and 4 are positioned upon the ties in the ordinary manner and have their heads cut at a bevel a suitable distance away from the rail 1 of the main track, and adapted for engagement between the heads of the members 3 and 4 is an intermediate rail section 5, provided upon a member 6, hingedly secured upon a suitable base 7, arranged between the members 2 of the switch sections. The base 7 may be provided with a plurality of perforated ears 8, adapted for the reception of retaining elements by which the base is secured upon the ties. The base 7 may be constructed of a hollow boxing, having offsets upon two of its faces adapted to lie between the webs and flanges of the rails, as clearly illustrated in Fig. 3 of the drawings. One of the faces of the base 7, adjacent the

sections 3 and 4 of the switch is provided with inclined pockets or cut away portions 9, adapted for the reception of ears or fingers 10 upon the hinge member 6 directly below the intermediate rail section 5. By arranging the member 6 with the lugs or fingers, it will be noted that direct strain is removed from the member 6 at its point of connection with the base 7. The member 6 may be provided with a slotted tongue 11, projecting from the outer face of the rail section 5, and the base 7 may be provided with a staple 12, adapted for engaging the slotted tongue when the section 6 is swung rearwardly upon the base as illustrated by the dotted lines of Fig. 1 of the drawings. The ends of the intermediate rail section 5 are suitably beveled or inclined to correspond with the faces of the sections 3 and 4.

From the above description it will be seen that I have provided a simple, cheap and effective switch for railway rails, one where- in the use of frogs or the necessity of cutting the main rails is entirely overcome, and by which the intermediate rail section of the switch may be readily thrown and secured in position, or which may be swung rearwardly and secured upon the base when the main track is opened.

While I have described the preferred embodiment of my invention, as it now appears to me, it is to be understood that minor details may be resorted to without departing from the spirit or sacrificing any of the advantages of the device.

Having thus fully described the invention what is claimed as new is:

1. The combination with main rails, of switch rails elevated at their centers above the main rails, one of said switch rails being constructed in sections upon both sides of one of the main rails, a base plate between the switch rails, spaced ears upon the base plate, an element provided with spaced ears adapted to pivotally engage the spaced ears of the base plate, and the element being provided with a rail section adapted to fit the space between the switch rail sections.

2. The combination with main rails, of switch rails elevated above the main rails at their centers, one of the switch rails being constructed in sections upon both sides of one of the main rails, a base between the

switch rails adjacent one of the main rails,
offsets upon the base engaging beneath the
heads and base flanges of the rails, the base
being provided with pockets, a hinged ele-
5 ment upon the base, a staple upon the base,
the hinged element being provided with a
rail section, a slotted tongue upon the rail
section of the hinged element, and fingers

upon the hinged element adapted for engag-
ing the pockets of the base. 10

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

ANDREW T. FOSTER.

Witnesses:

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