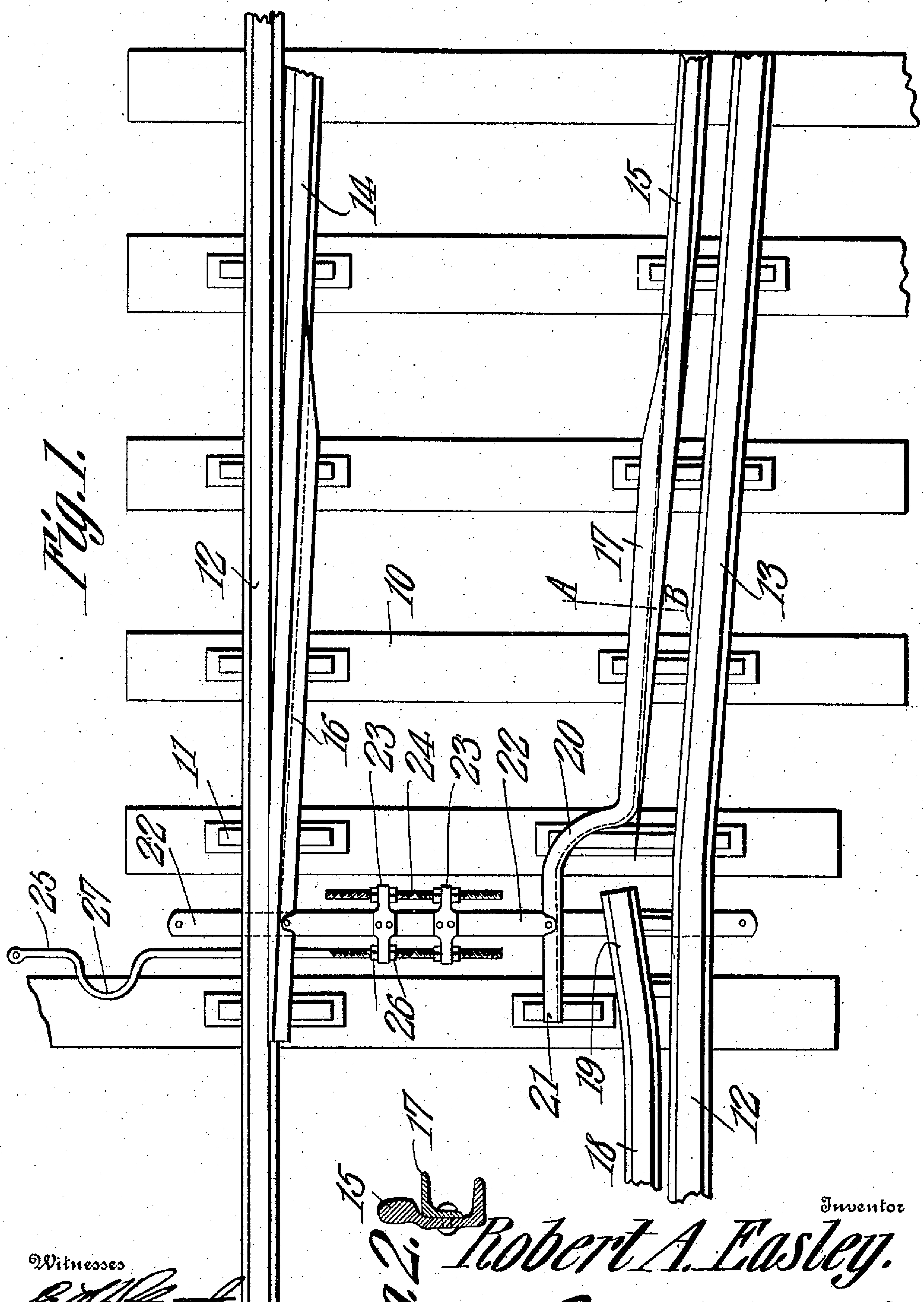
R. A. EASLEY.

RAILWAY SWITCH.

APPLICATION FILED JULY 10, 1908.

907,977. Patented Dec. 29, 1908.



Witnesses

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ROBERT A. EASLEY, OF HOHENWALD, TENNESSEE.

RAILWAY-SWITCH.

No. 907,977. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed July 10, 1908. Serial No. 443,006.

To all whom it may concern:

Be it known that I, ROBERT A. EASLEY, a citizen of the United States, residing at Hohenwald, in the county of Dickson and State of Tennessee, have invented a new and useful Railway-Switch, of which the following is a specification.

This invention relates to rail road switches and especially to the type of rail road switches known as point switches.

One object of the invention is to provide a switch of the class described with a pair of switch points longitudinally disposed with relation to each other and the rails of the track.

Another object of the invention is to provide an improved switch rod and bar.

With the above and other objects in view the invention consists in such novel arrangement of details and combinations of parts hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claims.

In the accompanying drawings, like characters of reference indicate like parts in the several views, and;—Figure 1 is a plan view of a switch constructed in accordance with this invention that portion lying adjacent the points being all that is shown. Fig. 2 is a section on the line A—B of Fig. 1.

Upon the usual ties 10 are mounted the sliding plates of any ordinary form as indicated at 11. Carried on the ties and sliding plates are main lines 12 one of which has an angle portion forming one of the siding rails 13. The switch point 14 forms the extreme end of the other siding rail. The main line switch point is indicated at 15 and is here shown as opened. In order to strengthen these switch points there are provided certain reinforcing angles of which that attached to the siding switch point is indicated at 16 and that attached to the main line switch point at 17.

At 18 is shown a guard rail having an inwardly bent end 19. The reinforcing angle 17 is reversely bent as at 20 and continued as in 21 in a straight portion. The purpose of this is to permit the switch point 15 contacting closely with the rail 12 as will hereinafter be apparent.

The switch bar is not made solid as is usually the case but is made in two sections 22 each of which is provided with a tee head 23 on the inner end thereof and these tee heads are provided with suitable bolt holes there through. Passing through one pair of these bolt holes is a bolt 24 and through the other pair passes a switch rod 25. The bolt 24 and the end of the switch rod are threaded and the tee heads are held in proper position along said bolt and switch rod by means of nuts 26. Intermediate the ends of the switch rod there is provided a substantially U-shaped lateral bend 27.

By means of the peculiar arrangement just described it is possible to so adjust the switch bar that the switch points will be held at such distance apart as may be found most practicable for the service intended. By reason of the siding switch point and the main line switch point being staggered in relation to each other it is found that there is much less liability of injuring the main line switch point as the cars pass onto the siding.

There has thus been provided a simple and efficient device of the character described and for the purpose specified.

It is obvious that many minor changes may be made in the form and construction of the device. It is not therefore desired to confine the invention to the exact form herein shown and described, but it is wished to include all such as properly come within the scope of the invention.

Having thus described the invention, what is claimed is;—

1. In a rail way switch of the type described, a main line track, a siding track, a siding switch point, a main line guard rail, positioned near the rail opposite the siding switch point and overlapping the end of the siding switch point, a main line switch point positioned to clear the end of the guard rail, a switch bar connecting said points, and a switch rod connected to said bar to move said points.

2. In a rail way switch of the type described, a main line track, a siding track, a siding switch point, a main line guard rail positioned near the rail opposite the siding switch point and overlapping the end of the switch point, a main line switch point positioned to clear the end of the guard rail, a switch bar connecting said points, and a switch rod provided with a U-shaped bend intermediate at ends and extending laterally from the said portions.

3. In a rail way switch, a pair of switch points, a switch bar section connected to each of the said points, a tee head held on each of said sections at their inner ends, said tee

heads being provided with oppositely positioned apertures a bolt passing through one pair of said apertures, a switch rod passing through one pair of the oppositely disposed apertures a switch rod passing through the other pair of said apertures and nuts carried on said bolt and switch rod to secure the tee heads in desired position thereon.

4. In a rail way switch, a pair of switch points, a switch bar connected to each of said points, a tee head held on each of said sections at their inner ends, said tee heads being provided with oppositely positioned apertures, a bolt passing through two of the oppositely disposed apertures, a switch rod provided with a U-shaped bend intermediate at ends and having one end passing through two of the said apertures and nuts carried on said bolt and switch rod to secure the tee heads in desired relation thereon.

5. In a rail way switch of the type described, a main line track, a siding track, a siding switch point, a main line guard rail positioned near the rail opposite the siding switch point and overlapping the end of the siding switch point, a main line switch point positioned to clear the end of the guard rail, a reinforcing angle attached to the main line switch point bent inwardly to clear the end of the guard rail, a switch bar connecting said reinforcing angle and the siding switch point, and a switch rod connected to said bar to move said point.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

ROBERT A. EASLEY.

Witnesses:

W. B. MURPHREE,

J. D. OUERBEY.