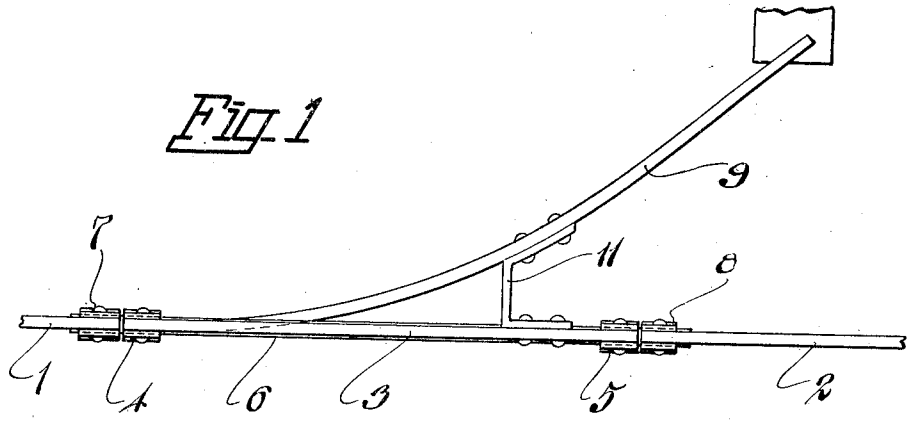
R. N. RIBLET.

REVERSIBLE SWITCH RAIL.

APPLICATION FILED APR. 27, 1920. RENEWED FEB. 15, 1921.

1,373,637. Patented Apr. 5, 1921.

Fig. 1



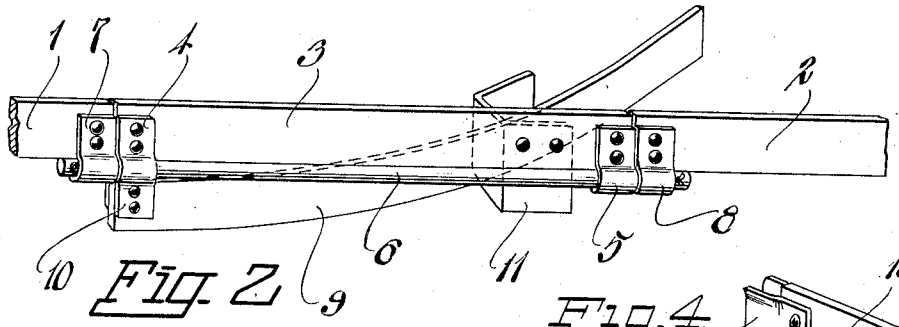
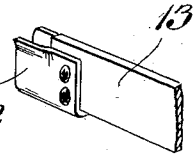


Fig. 2

Fig. 4



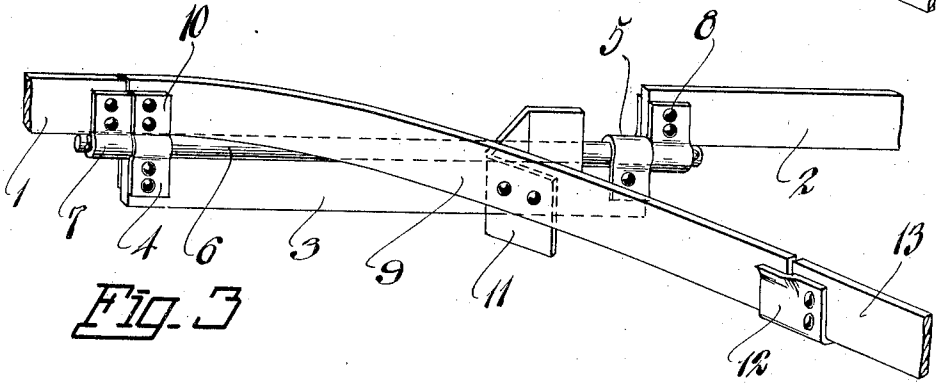


Fig. 3

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REVERSIBLE SWITCH-RAIL.

1,373,637. Specification of Letters Patent. Patented Apr. 5, 1921.

Application filed April 27, 1920, Serial No. 376,992. Renewed February 15, 1921. Serial No. 445,229.

To all whom it may concern:

Be it known that I, ROYAL N. RIBLET, a citizen of the United States, residing at Spokane, county of Spokane, and State of Washington, have invented certain new and useful Improvements in Reversible Switch-Rails, of which the following is a specification.

My present invention relates to improvements in reversible switch rails designed especially for industrial railroad switches and turn-outs, with a view to providing an inexpensive switch device that is comparatively simple in construction and operation, durable and substantial for use, and positive in its action.

To this end the invention consists in certain novel combinations and arrangements of parts involving an invertible or reversible member composed of an upper straight rail section and a lower curved switch section or switch rail, as will be hereinafter more specifically pointed out and claimed.

In the accompanying drawings I have illustrated so much of the industrial railroad structure as is necessary to show one complete embodiment of the physical application of the invention, in which the parts are combined and arranged according to the best mode I have so far devised for the practical application of the principles of my invention.

Figure 1 is a top plan view of the device embodying my invention, the parts being located in normal position for a main line structure.

Fig. 2 is a side view, partly in perspective, showing the structure and location of parts as in Fig. 1.

Fig. 3 is a perspective view of the switch device inverted or reversed from the position of Fig. 2, with the switch indicated in open position.

Fig. 4 is a detail perspective view of a joint between the switch rails.

In the preferred form of my invention as illustrated in the drawings I have shown a portion of a main line rail comprising the two spaced sections 1 and 2 which may be utilized in railway lines for industrial or other purposes, and in normal conditions the space between these adjoining rails is occupied by the connecting, straight rail section 3 to form a continuous straight rail for the track.

The rail section 3 is supported in alinement with the two track sections 1 and 2 through the instrumentality of a pair of fastening brackets or plates 4 and 5 riveted or bolted at the respective ends of the section 3, and these fastening plates or brackets are fixed on a rock bar 6 suspended between the track sections 1 and 2, beneath the ends of these sections and parallel with the track of which these sections form a part.

A pair of hangers 7 and 8 are employed to support the rock bar, which is journaled to revolve in these hangers, and the hangers are rigidly secured as by bolts or rivets to the ends of the two track sections 1 and 2 as shown, and it will be apparent that the rail section 3, in normal position as in Figs. 1 and 2, is held in true alinement with the track sections 1 and 2 to form a continuation thereof for the passage of rolling stock.

In connection with the straight rail section 3 I employ a curved rail section or turn-out member 9, performing the functions of a switch frog, and located in a plane beneath that of the rail section 3 when the latter is in normal position.

At 10 the fastening plates 4 of the rail section 3 are elongated and are fastened at the sides of the frog member by rivets or bolts, the end of the frog section terminating directly beneath the complementary end of the rail section 3, and thus adapted to co-act with the end of the rail section 1 when required.

The frog member or switch rail 9 as shown diverges from the rail section 3 and has an additional point of attachment thereto by means of the angle plate 11, of U-shape, and riveted or bolted between the frog section and the rail section to rigidly connect these parts and hold them in proper spaced relation. As seen in Fig. 4 a socket member or keeper 12 is provided for the divergent free end of the frog 9, the socket member being attached to the end of the switch rail 13 in position to receive and hold the frog rail in alinement with the switch rail 13.

From the above description taken in connection with my drawings it is apparent that the switch member is bodily movable with relation to the track rails 1 and 2, and that the frog may be reversed or inverted from position of Fig. 1 to that of Fig. 3, by turning the frog member on its rock bar 6. Thus, with the parts in position of Figs. 1

and 2, the switch is closed, the parts being set for traffic along the straight track, with the track section 3 alined and flush with two main line rails 1 and 2, and the curved frog section 9 in the lower plane as indicated. When the switch section is turned on its rock bar, the straight rail section 3 is turned under and the curved frog section is turned over and upwardly, as in Fig. 3, bringing the frog section 9 up into the plane of the track rails and switch rail 13 with the end of the frog section resting in the socket or holder 12 as illustrated in Figs. 3 and 4. In this position the frog is held in stable and rigid relation for passage of the rolling stock from the main line to the switch or siding and the wheels of the rolling stock are guided in usual manner as the switch is entered.

Having thus fully described my invention, what I claim is—

The combination in a reversible switch member with the adjoining ends of the alined track sections having fixed hangers, of a rock bar journaled in said hangers beneath the track sections, a straight rail section normally alined with the track sections, a bracket fixed on said bar and straight rail section, a normally lower diverging frog section, a second bracket attached to said straight section, bar, and diverging section, a bracing plate connecting the straight section and frog section, a switch rail, and a socket member on said switch rail to receive and support the end of the diverging frog section when the switch member is inverted.

In testimony whereof I affix my signature.

ROYAL N. RIBLET.