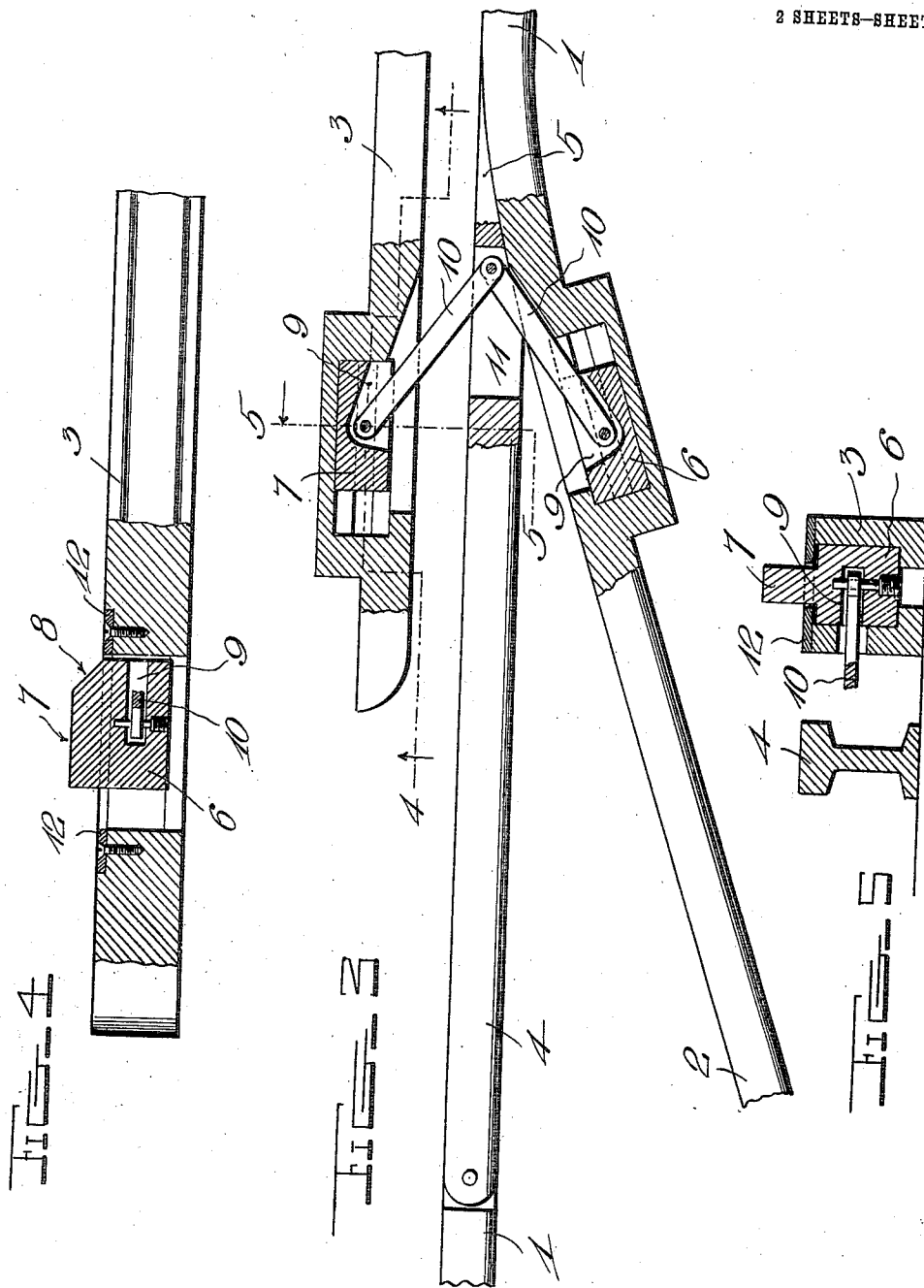


985,658.

B. A. CLAYTON.
SWITCH.
APPLICATION FILED MAY 12, 1910.

Patented Feb. 28, 1911.
2 SHEETS—SHEET 2.



Witnesses
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UNITED STATES PATENT OFFICE.

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SWITCH.

985,658.

Specification of Letters Patent. Patented Feb. 28, 1911.

Application filed May 12, 1910. Serial No. 580,942.

To all whom it may concern:

Be it known that I, BENJAMIN A. CLAYTON, a citizen of the United States, residing at Lockhart, in the county of Lauderdale and State of Mississippi, have invented certain new and useful Improvements in Switches; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in switches and has for an object to provide a railway switch which is capable of being thrown by suitable mechanism carried by the cars, thus avoiding the necessity of employing a switchman for this purpose.

Another object is to provide a simplified construction of switch operating mechanism which is easily and positively operated by the motorman and may be adapted for use with any of the usual railway systems.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a plan view showing the switch in normal position as a continuation of one of the rails of the main track. Fig. 2 is a similar view showing the switch after it has been thrown or in position to switch the car on to a branch track. Fig. 3 is a fragmentary view of the switch point and contiguous rails broken away in part to show the actuating elements. Fig. 4 is a longitudinal sectional view taken on the line 4—4 of Fig. 3. Fig. 5 is a transverse section on line 5—5 of Fig. 3.

Like reference numerals indicate corresponding parts throughout the several views.

Referring to the drawings, the numeral 1 indicates the rails of the main track, 2 the rails of a branch track, 3 the guard rail for the switch and 4 the pivoted switch point or bar.

As shown in Fig. 1, when the switch is closed or in position to allow a car to cross the switch from one section of the main track to the other, the free end of the switch point or bar, as 5, is adapted to fit snugly against the rail 1, at, for example, the right hand side of the track, preferably contacting therewith at the junction of said rail

and the corresponding rail 2 of the branch track. In Fig. 2, is shown the position of the switch point or bar when thrown to cause the car to pass from the main track to the branch track. To throw the switch from the first described position to the second, the switch bar or point is rocked by means of a depending lever or other suitable mechanism, (not shown) carried by the car and preferably pivoted to the front platform of the same at some distance ahead of the forward truck or front wheels of the car. Assuming that the car (not shown) is traveling in the direction indicated by the arrows, the depending lever or other actuating mechanism is adapted to be moved by the motorman to contact with a slide block 6 mounted in a suitable chamber or recess formed in the guard rail 3, said slide block having a longitudinal, upwardly extending shoulder or lug 7, projecting a short distance above the upper surfaces of the track rails and adapted to be engaged by the actuating device upon the car to longitudinally slide the block 6. This shoulder or lug 7 is preferably beveled, as at 8, to facilitate the passage of the actuating lever or other mechanism thereover after the completion of said longitudinal movement. The slide block 6 is also provided with a transverse slot 9 in which, as herein shown, is pivotally mounted the inner end of the link 10, the outer end of which is suitably mounted in the slotted portion 11 of the switch point as clearly shown in Fig. 3. A chamber or recess is provided in one of the rails 2 of the branch track and a similar slide block 6, having an upwardly extending shoulder 7, is adapted to slide therein actuating another link 10 having its inner end pivoted within a transverse slot in said block and its outer end pivotally mounted within the slotted portion 11 of the switch point. The slots 9 and the links 10 are disposed a suitable distance below the upper surface of the track rails to prevent all danger of contact of the wheel-flanges of the car with said links 10. Cover plates 12 having suitable slots therein are secured upon the tops of the rails to cover the chambers or recesses therein.

It will be apparent from the foregoing description that as the car approaches the switch the motorman may adjust the lever or other actuating mechanism upon the car so that it will contact with one of the shoulders or lugs 7 carried by one of the slide

blocks 6, and longitudinally move the block within its recess or chamber, the longitudinal movement of one of these slide blocks being adapted to throw the switch point in one direction while the movement of the other slide block is adapted to throw the switch point in the opposite direction.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Having described my invention, I claim—

The combination with a main line and a siding, of a guard rail arranged adjacent one of the rails of the main line, the last mentioned rails being formed with guide re-

cesses, a pivoted switch point arranged between the last mentioned rails and formed adjacent its point with a slot, slotted plates covering the recesses in said rails, slides arranged in said recesses and having upstanding trip lugs projecting through the slots in said plates and toggle links pivoted at one end in the slot in the switch point and at the other end in said slides.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

BENJAMIN A. CLAYTON.

Witnesses:

W. S. PIGFORD,

W. L. BARNACASTLE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
