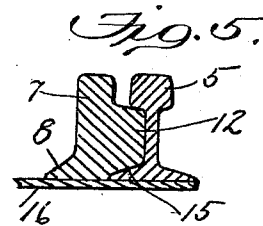
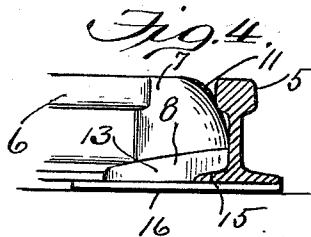
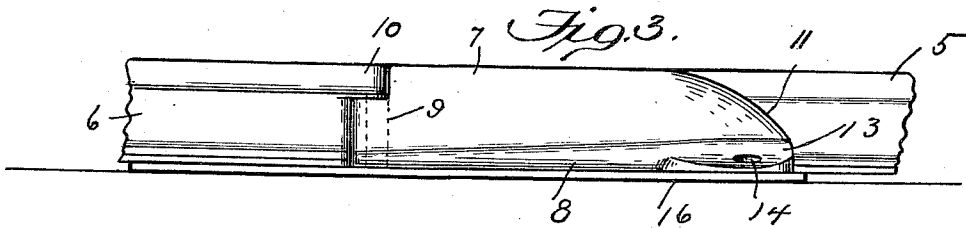
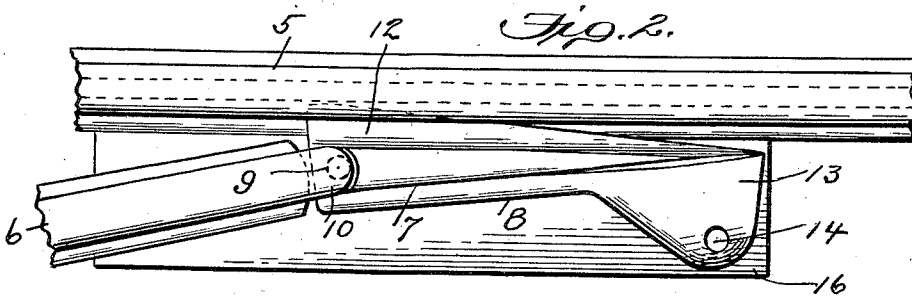
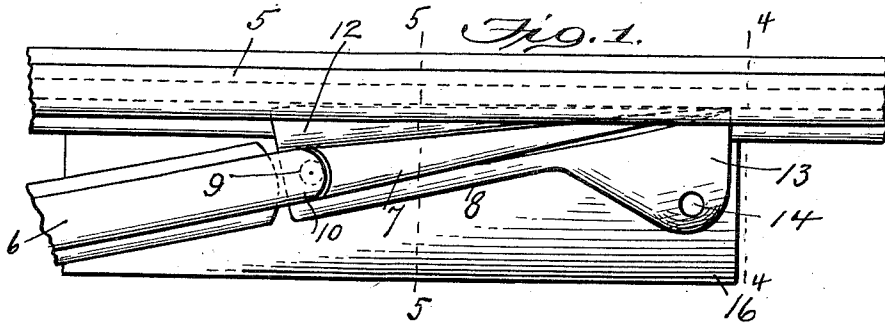


E. WADSACK.
SWITCH TONGUE.

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1,006,153.

Patented Oct. 17, 1911.



Witnesses:

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UNITED STATES PATENT OFFICE.

ERNEST WADSACK, OF HUTCHINSON, KANSAS.

SWITCH-TONGUE.

1,006,153.

Specification of Letters Patent.

Patented Oct. 17, 1911.

Application filed April 27, 1911. Serial No. 623,647.

To all whom it may concern:

Be it known that I, ERNEST WADSACK, a citizen of the United States, residing at Hutchinson, in the county of Reno and State of Kansas, have invented certain new and useful Improvements in Switch-Tongues, of which the following is a specification.

This invention has for its object to provide a strong, durable and easily operated switch tongue, and also one which is so constructed that there is no danger of the car wheels passing between the same and the rail.

The invention also has for its object to provide a structure which effectually prevents chains or other dragging obstacles from catching on the switch tongue.

In order that the invention may be better understood, reference is had to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a plan view showing the position of the tongue when the switch is closed. Fig. 2 is a similar view showing the position of the tongue when the switch is open. Fig. 3 is an elevation. Fig. 4 is a cross section on the line 4—4 of Fig. 1. Fig. 5 is a cross section on the line 5—5 of Fig. 1.

Referring specifically to the drawing, 5 denotes one of the track rails; and 6, a fragment of a switch rail. The switch tongue is a block having a web 7 provided on one side with a base flange 8. The tongue is pivoted at one of its ends to the end of the switch rail to swing in a horizontal plane toward and from the rail 5. The pivotal connection is made by means of a pin 9. The end of the switch rail is cut away to form a top overhanging portion 10, the extremity of which is turned down and rounded to form the pin 9. The contiguous portion of the tongue is cut away at the top to receive the part 10, and the remaining end portion of the tongue extends under said part 10, and has a vertical opening to receive the pivot pin 9. This manner of connecting the parts leaves the base flange of the switch tongue undisturbed, and this end of the tongue therefore has a firm and solid bearing. The contiguous portions of the switch tongue and rail are suitably rounded off so that the former can freely swing on its pivot. The web of the switch

tongue is tapered in thickness toward its free end so that said end is brought to the thin edge in order that the latter may fit closely against the side of the rail 5. The edge thus formed at the free end of the tongue is made with a downward curve as indicated at 11, so that the tip of the tongue may extend beneath the head of the rail 5 into contact with the web thereof, whereby all danger of chains or other dragging obstacles catching on the tongue is effectually prevented, and the wheel flanges are also prevented from passing between the rail and the tongue. The web 7 is also thickened on one side as indicated at 12 so that it may fit against the web of the rail 5 when the switch tongue is in closed position, and the latter is thus braced and rigidly held against tilting movement when the wheels are passing over the tongue.

The base flange 8 is widened adjacent to the free end of the tongue as indicated at 13, so that the tongue may have a firm and solid support at its end, whereby it is prevented from tilting away from the rail 5, a tilting movement in the other direction being prevented by its engagement with the rail, as already described. The enlarged portion of the base flange has an opening 14 by means of which connection is made with the rod leading to the switch stand or other switch operating device. On that side of the switch tongue which is next to the rail 5, the former has a longitudinal groove 15 at its base to accommodate the base flange of the rail and thus enable the tongue to be swung closely to said rail against the side thereof, as described. A suitable base plate 16 is provided on which the switch tongue and the adjacent portions of the rails seat.

By the structure herein described a switch tongue is had which is strong and durable, and firmly supported so that there is no danger of its being displaced, and it is also light, and can therefore be easily operated. The track can be spiked solid up to the pivot of the switch tongue.

The drawing illustrates a left switch tongue. For a right switch tongue, the structure is reversed.

The preferred embodiment of the invention has been shown, but it will be understood that various minor changes in the structural details may be resorted to without a departure from the invention.

I claim:

A switch tongue having a web which is tapered in thickness in the direction of its free end, and has a base flange on one side, 5 said base flange being enlarged at the free end of the tongue, and the other side of the web being thickened to fit against the web of the main rail, and said thickened portion having a longitudinal groove at its

base to accommodate the base flange of said 10 main rail.

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

ERNEST WADSACK.

Witnesses:

J. W. SHENEFIELD,
W. F. RAMSAY.

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