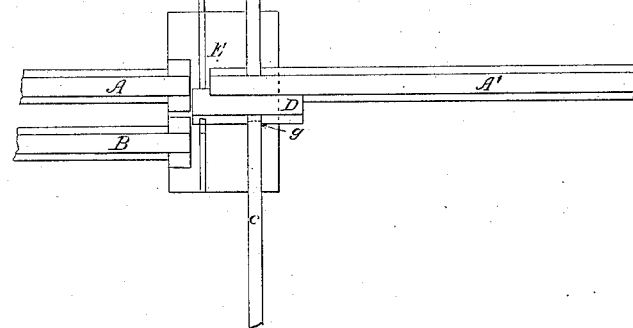
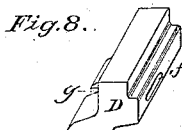
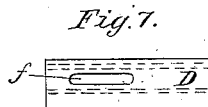
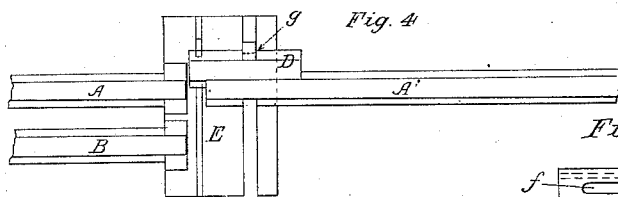
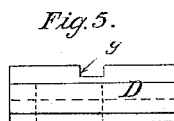
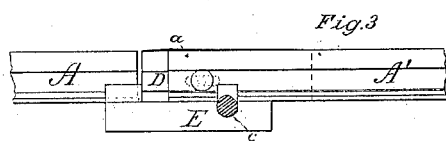
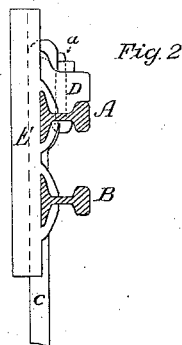
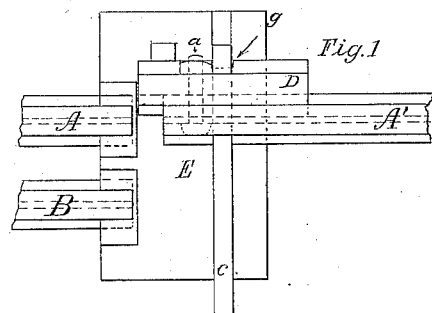


(No Model.)

C. D. CHAMBERLIN.
RAILWAY TRACK OR SWITCH.

No. 307,523.

Patented Nov. 4, 1884.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CLARK D. CHAMBERLIN, OF CAÑON CITY, COLORADO.

RAILWAY TRACK OR SWITCH.

SPECIFICATION forming part of Letters Patent No. 307,523, dated November 4, 1884.

Application filed November 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, CLARK D. CHAMBERLIN, a citizen of the United States, residing at Cañon City, in the county of Fremont and State of Colorado, have invented certain new and useful Improvements in Railway Tracks or Switches, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in railway tracks or switches in which provisions are made for carrying the car-wheels over openings left between the end of rails at switches made necessary by the longitudinal extension of rails in warm weather and the contraction of the same in cold weather; and the objects of my improvements are more particularly to provide means by which wider openings may be allowed between the ends of rails at switches, and at the same time to carry the car-wheels over such spaces without jarring the cars or the destructive wear on the ends of the rails common to the present method in use. These objects I attain by means of the device illustrated in the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top view, Fig. 2 an end view, Fig. 3 a side view, and Fig. 4 a top view, of the entire track. Fig. 5 is a detailed top view of the bridge-rail; Fig. 6, a detail of the switch-bridle; Fig. 7, a side view of the bridge-rail; Fig. 8, a perspective view of the bridge-rail.

Similar letters and figures refer to similar parts throughout the several views.

The main-line rails A and the side-track rails B are permanently attached to the one side of the switch-chairs E. The latter is provided with slots for the reception of the switch-bridle c, which retains in place and operates the switch-rails A' and bridge-rails D.

The bridge-rails are made from any suitable metallic substance, and extend from the ends of the rails A back along the sides of the switch-rails A', to which they are attached loosely by means of the pins or bolts a, which slide in the longitudinal slots f of the bridge-rails. The bridge-rails may be made sufficiently higher than the main rails to meet the tread of the car-wheels when the latter are flaring.

The bridge-rails and switch-rails are placed in position by first placing the switch-bridle c in the slots made in the chairs to receive

them. The bridge-rails are then placed in the slots c' of the switch-bridle c, and the switch-rails A' are slid into the slots c' beside the bridge-rails D, when the bolt a may be placed in position, as shown in Figs. 1 and 2. The bridge-rails D have notches g made in the flange, into which the switch-bridle locks in the manner shown in Figs. 1 and 4, which prevents the bridge-rails moving endwise, always retaining the bridge-rails in immediate proximity with the main rails A and the siding-rails B. As will be seen by reference to the drawings, this construction will admit of the rails of the track being made sufficiently short to prevent their being forced together by the expansion, which frequently forces the ends of the rails together so tight as to prevent the working of the switches. Should the flare of the surface of the car-wheels have a tendency to force the bridge-rails outward, a bridle-rod, e, may extend from the outside of the bridge-rail at one side to the outside of the bridge-rail at the other side, as shown in Fig. 4. The bridle-rod would be made to slide in grooves provided in the switch-chairs for that purpose.

Having thus fully described the construction and operation of my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, in a railway track or switch, of the bridge-rail D and the switch-bridles c and e.

2. The combination, in a railway track or switch, of the bridge-rail D, having a longitudinal slot, f, and notch g therein, the switch-chair E, and switch-bridle c, as described.

3. The combination, in a railway track or switch, of the bridge-rail D, having a longitudinal slot, f, and notch g therein, the switch-rail A' and bolt a, and the switch-chair E and switch-bridle c, as set forth.

4. The combination, in a railway track or switch, of the bridge-rail D, having a longitudinal slot, f, and notch g therein, the rails A B and switch-chair E, the bolt a and switch-bridle c, and the rail A', as set forth.

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

CLARK D. CHAMBERLIN.

Witnesses:

OWEN MCGARR,
JOHN H. DENISON.