

(No Model.)

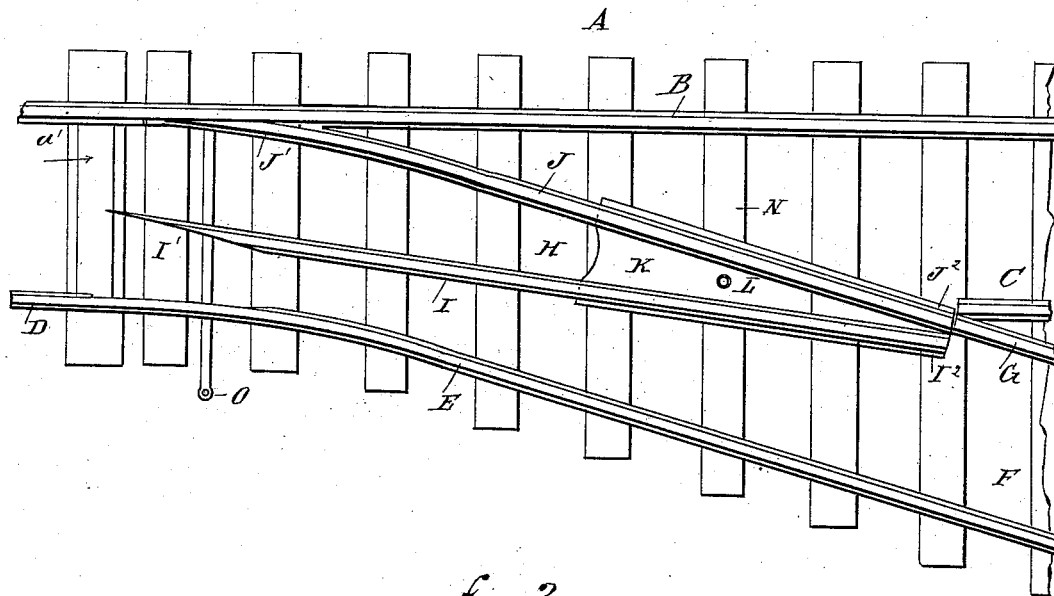
H. D. BALDWIN.

RAILROAD SWITCH.

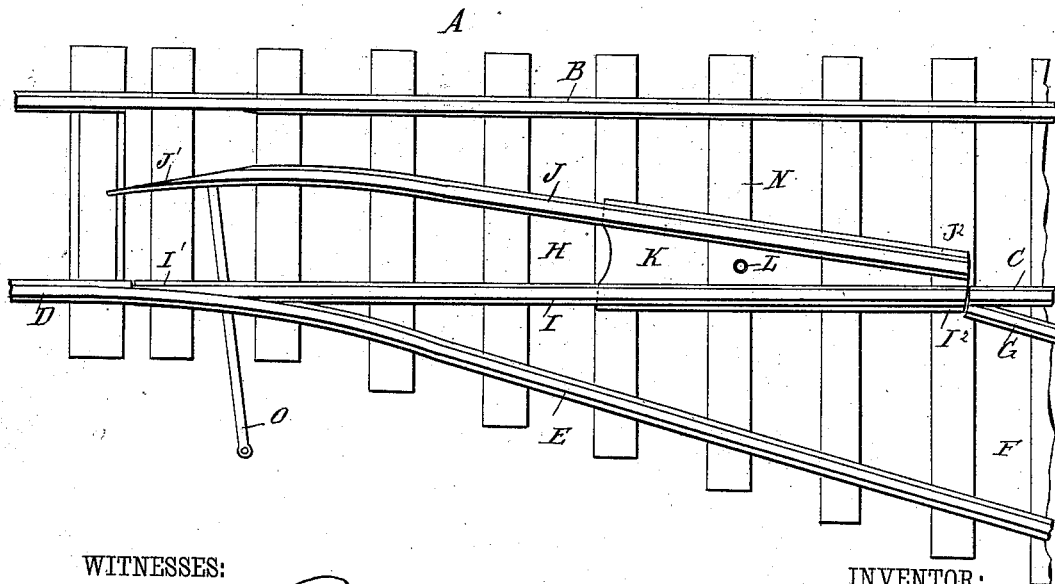
No. 382,066.

Patented May 1, 1888.

*Fig: 1.*



*Fig: 2.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

HENRY D. BALDWIN, OF SHULLSBURG, ASSIGNOR OF ONE-HALF TO SAMUEL H. SCALES, OF LAFAYETTE COUNTY, WISCONSIN.

## RAILROAD-SWITCH.

SPECIFICATION forming part of Letters Patent No. 382,066, dated May 1, 1888.

Application filed November 21, 1887. Serial No. 255,741. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY D. BALDWIN, of Shullsburg, in the county of Lafayette and State of Wisconsin, have invented a new and Improved Railroad-Switch, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved railroad-switch which is very simple in construction and can be easily changed to connect the main track with the side track.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a plan view of my improvement, showing the main track connected with the side track; and Fig. 2 is a like view of the same, showing the side track disconnected and the main track continuous.

The main track A is provided with the outer continuous rail, B, and an inner rail, C, which is disconnected, having two rails, C and D, with which the rail D is connected with the outer rail, E, of the side track, F, which has its inner rail, G, terminating at the end of the rail C. The switch H is placed between the outer main rail, B, and the outer side rail, E, and is provided with the straight rail, I, and the partly-curved rail, J, secured on the plate K, held to turn on a pivot, L, secured to the tie N. The rails I and J are placed in such a position in relation to each other that when one connects the rail D with the rail C the other one is disconnected from the main rail B and the inner side-track rail, G, and vice versa, as shown in Figs. 1 and 2. The end I' of the rail I is slightly beveled, and the end J' of the rail J is beveled in a similar manner. The other ends, I<sup>2</sup> and J<sup>2</sup>, of the rails I and J are adapted to connect alternately with the ends of the rails C and G. A switch-rod, O, is secured to the under side of the rails I and J, and is connected in the usual manner with the mechanism for shifting the switch.

The operation is as follows: As shown in Fig. 2, the switch is closed, so that trains can pass over the main track A in the usual manner; but when the operator desires to open the switch to the siding he moves the switch-rod O inward, so that the beveled end J' of the rail J is in contact with the inside of the main continuous-track rail B and the other end, J<sup>2</sup>, is in line with the side-track rail, G. The train now coming on the main track A, in the direction of the arrow a', passes on the switch-track F, on account of said rail J establishing a connection between the inner side-track rail, G, and the main continuous rail B. The other rail, I, being disconnected, causes the end rail, D, to continue on the outer side-track rail, E, of the side track, F. When the operator desires to close the switch to the siding, he moves the switch-rod O outward, so that the beveled end J' is disconnected from the main continuous-track rail B, and the beveled end I' of the rail I is thrown in contact with the inside of the outer side-track rail, E, whereby the inner main-track rail is made continuous, as said rail I connects the end rail, D, with the end rail, C. The switch-rod O may be connected either at the right or left of the pivot L.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent--

The combination, with the outer continuous-track rail, B, inner disconnected main-track rails, C D, an outer continuous switch-rail, E, leading to the rail D, and an inner switch-rail, G, converging with the end of the rail C, of the straight rail I, beveled at its front end, I', of the rail I adjacent to the converging ends of the rails C G, and diverging at its beveled end J' from the end I' of the rail I, the plate K, connecting the rails I J, and the pivot L near said converging ends of the said rails I J, substantially as set forth.

HENRY D. BALDWIN.

Witnesses:

JOHN H. SAVAGE,  
WM. Q. WEBB.