

No. 647,569.

Patented Apr. 17, 1900.

W. KEARTON & W. N. MANUEL.

RAILWAY SIGNAL FOUNDATION.

(Application filed Dec. 4, 1899.)

(No Model.)

Fig. 1.

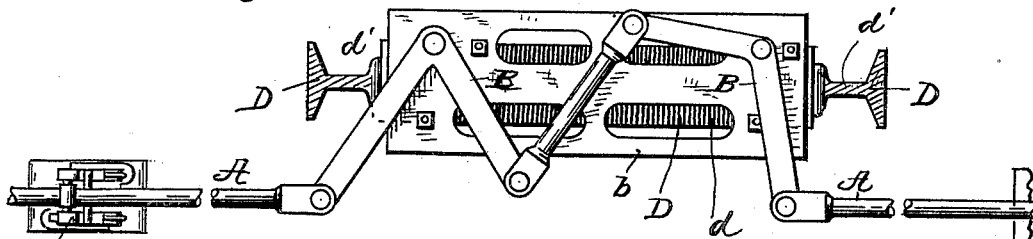


Fig. 2.

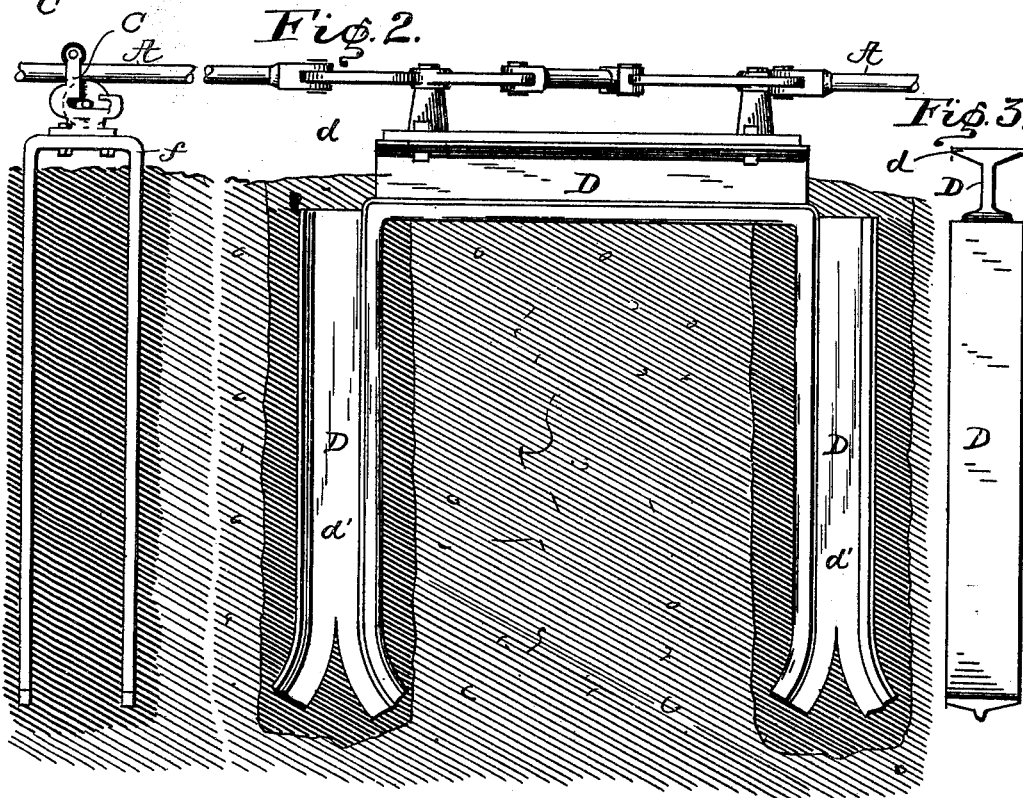
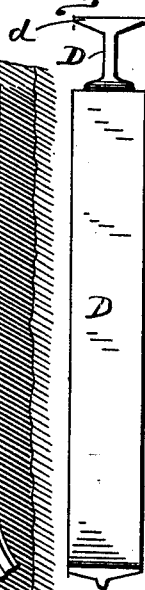


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILFRED KEARTON, OF CRAFTON, PENNSYLVANIA, AND WILLIAM N. MANUEL, OF RICHMOND, INDIANA.

RAILWAY-SIGNAL FOUNDATION.

SPECIFICATION forming part of Letters Patent No. 647,569, dated April 17, 1900.

Application filed December 4, 1899. Serial No. 739,101. (No model.)

To all whom it may concern:

Be it known that we, WILFRED KEARTON, residing at Crafton, Allegheny county, Pennsylvania, and WILLIAM N. MANUEL, residing at Richmond, in the county of Wayne and State of Indiana, citizens of the United States, have invented certain new and useful Improvements in Railway-Signal Foundations, of which the following is a specification.

This invention relates to improvements in the construction of foundations to support the compensator-levers, wheel, bell-crank, and pipe-carriers of an interlocking-railway-switch plant, the object being, primarily, to provide a strong, firm, and durable base which is convenient to attach to, and, secondly, to provide for the utilization of rails which are worn too much for track purposes.

We accomplish the objects of the invention by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top or plan view of a compensator-platform supported on our improved base and of a pipe-carrier likewise provided; Fig. 2, a side elevation of same, and Fig. 3 an end view of the compensator-base detached from the parts to be supported by it.

Like letters of reference indicate like parts throughout these several views of the drawings.

A is the rod or pipe through which movement from the switch-levers is transmitted to the mechanism for throwing the switch, B the compensating levers for taking up the expansion and allowing for the contraction of the line of pipe, b the platform on which the compensator-levers are mounted, and C the pipe-carrier, all of which are of usual and well-known construction.

D is the foundation-iron, which is preferably made from the ordinary T-rails used in the construction of railroad-tracks and from old worn rails which are past use for the purpose originally intended, such rails being as good as any for this purpose and cheaper to the railway company than new iron would be. The rails, made requisite length—say, about nine feet—are cut through the base and web and bent down, as shown, leaving the horizontal middle portion *d'*, to which the platform *b* is bolted or riveted, and providing the integral posts *d'*. Holes are dug in the road-bed to receive these posts, and the unoccupied space in the holes around them is filled in with

a grouting of cement, sand, and gravel, as shown by the darker sectioned portions of the drawings, and to render the foundation more secure we prefer to split the ends of the posts, as shown at *m*, and spread the split portions. The base of the rail being outermost, it provides a flat surface for the attachment of the platform *b*.

Wheel and bell-crank foundations are made correspondingly shorter to suit the requirements, and the wheel and bell-cranks are bolted to the base of the rail without the intervention of a platform, as required for the compensators.

For the pipe-carriers C a lighter base-iron is sufficient, and this we have shown as made of flat bar or strap iron *f* bent in inverted-U shape. The stems are bedded in concrete, as described for the posts *d'*.

While we have shown and described the base-iron for the compensators as made of T-rail iron, bars of different cross-section may be used without departing from the spirit of this invention, and instead of the rail being cut through the base and web a miter could be cut through the head and web.

What we claim as new, and wish to secure by Letters Patent of the United States, is—

1. In a foundation for cranks, compensators, and the like, railway-signal and interlocking-switch parts, a bar bent to form a horizontal middle platform portion and two integral end posts each approximately at right angles to the middle platform, the said posts being bedded in concrete, substantially as described and shown.

2. In a foundation for cranks, compensators, and the like, railway-signal and interlocking-switch parts, a section of railroad T-rail cut part way through and bent at the cuts to form a horizontal middle platform with two integral end posts approximately at right angles to the horizontal platform, the said posts being bedded in concrete, substantially as described and shown.

In witness whereof we have hereunto set our hands and seals, at Indianapolis, Indiana, this 25th day of October, A. D. 1899.

WILFRED KEARTON. [L. S.]
WILLIAM N. MANUEL. [L. S.]

Witnesses:

J. A. MINTURN,
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