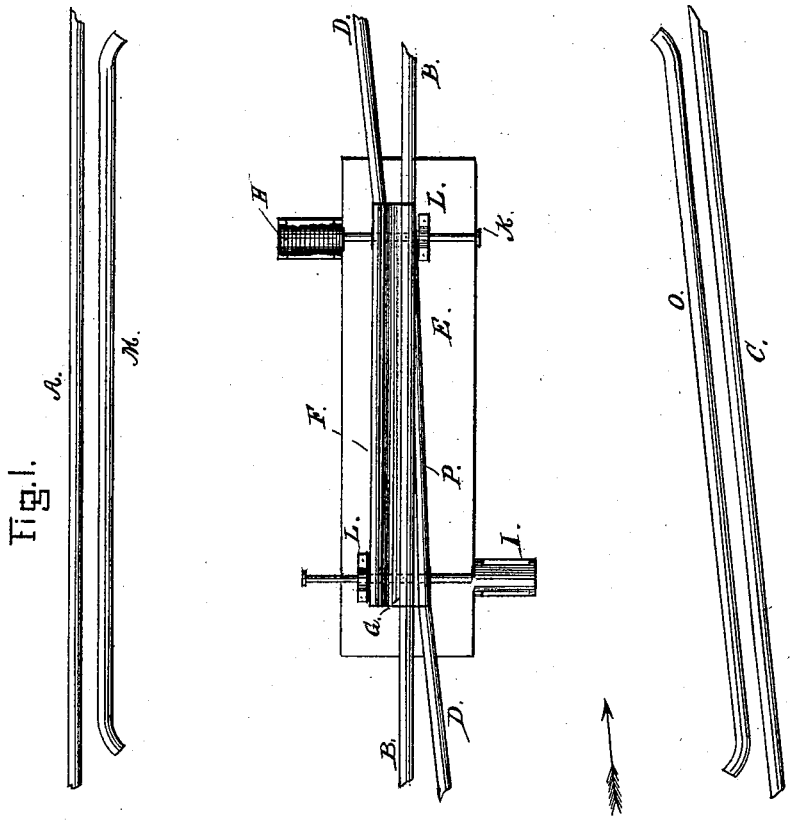
3 Sheets--Sheet 1.

W. L. LAMBORN.

Railroad-Switch.

No. 169,274. Patented Oct. 26, 1875.

Fig. 1.



WITNESSES:

F. A. Dieterich

D. S. Kirk

INVENTOR:

Wm. L. Lamborn

By Daniel Breed

ATTORNEY:

3 Sheets--Sheet 2.

W. L. LAMBORN.

Railroad-Switch.

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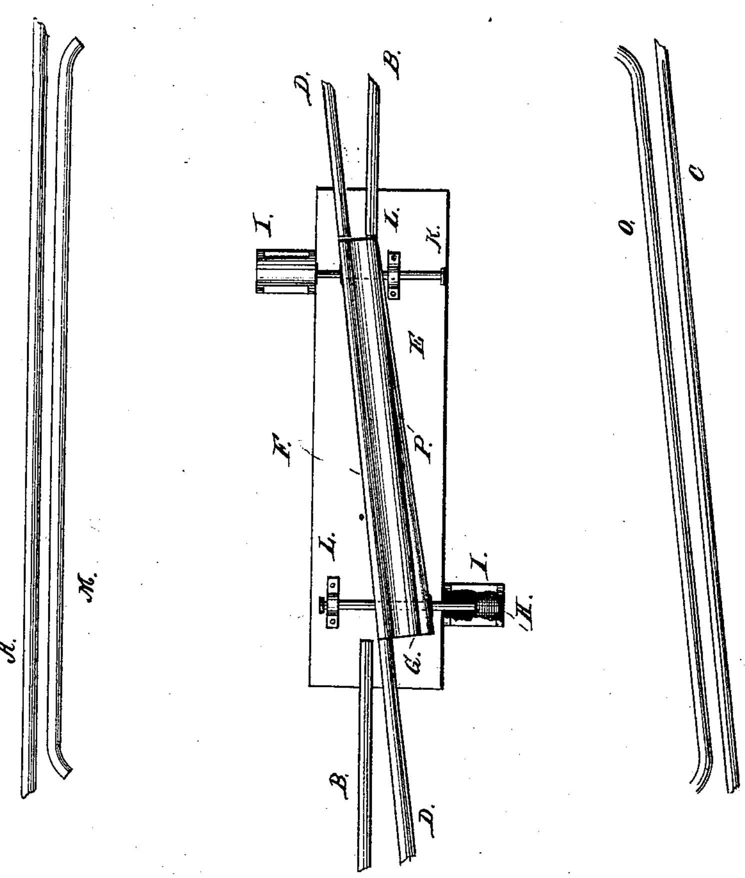
Fig. 2.



WITNESSES:

F. L. Quinn

S. J. Kirk

INVENTOR:

Wm L. Lamborn

By Daniel Breed

ATTORNEY.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

3 Sheets--Sheet 3.

W. L. LAMBORN.

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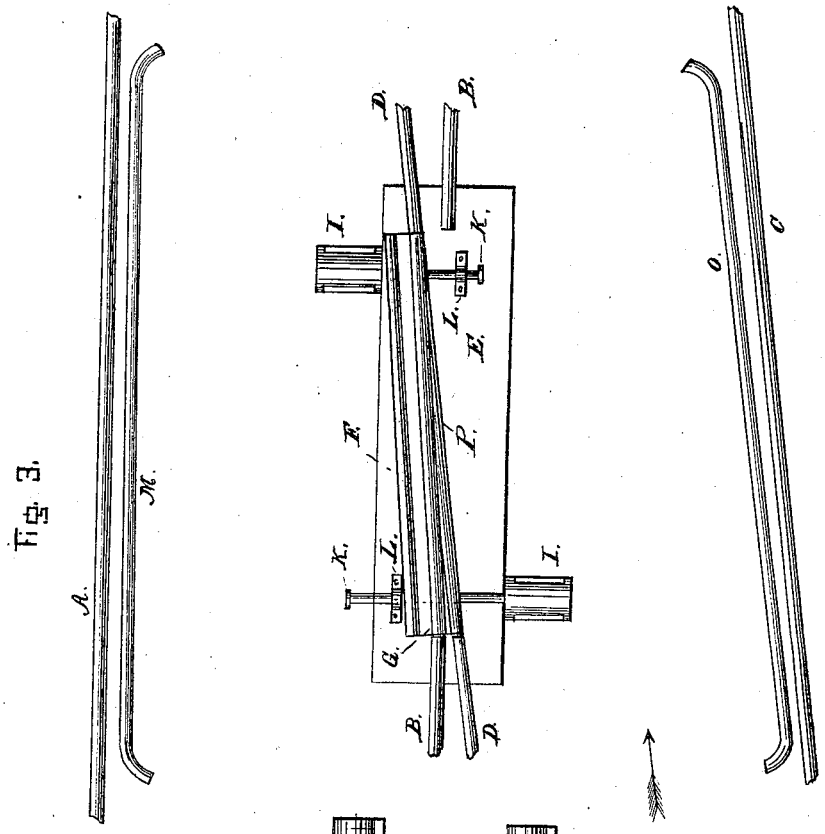

Fig. 3.

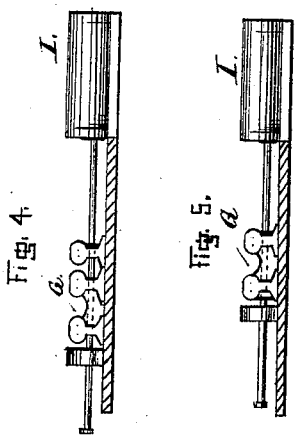

Fig. 4.

Fig. 5.

Fig. 6.

WITNESSES:

INVENTOR:

Wm. L. Lamborn

By Daniel Breed

ATTORNEY.

UNITED STATES PATENT OFFICE.

WILLIAM L. LAMBORN, OF HARRISBURG, PENNSYLVANIA, ASSIGNOR TO JOSEPH S. WILLIAMS, OF RIVERTON, NEW JERSEY.

IMPROVEMENT IN RAILROAD-SWITCHES.

Specification forming part of Letters Patent No. **169,274**, dated October 26, 1875; application filed September 9, 1875.

To all whom it may concern:

Be it known that I, WM. L. LAMBORN, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Switches; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing and to the letters of reference marked thereon, which form a part of this specification.

The chief object of my invention is to always keep the main track complete and ready for the train, and also to avoid the disadvantages of a frog-point, while I secure all the benefit usually derived from the frog.

My invention consists of a novel arrangement of three rails upon a firm plate, said rails being automatically adjustable by springs to the main track, and to the side track by the action of the flanges of the wheel, all of which will be fully explained in the following specification.

In the accompanying drawings, Figure 1, Sheet 1, represents my improvement, with the adjustable rails in place or at rest, keeping the main track complete. Fig. 2, Sheet 2, shows the adjustable rails in position, with rail F in line with the side track. Fig. 3, Sheet 3, shows the rail P in line with the side track.

The rails A and B belong to the main track, and the rails C and D to the side track, and the rails M and O are guard-rails. At the crossing is placed a large wrought-iron plate, E, which is firmly bedded to support the swinging rails F, G, and P, and other devices now to be described. The rail P is to be planed down to the proper taper, and a filling may be put between the rails F and G, when these three rails are to be bolted together so as to swing like one solid piece. The plate E is provided with ears for holding the springs H and their housing I, which are bolted thereon. The bolts K pass through the three rails F, G, and P, and also through the gum springs H and the eyes L, thus holding all these parts to the plate E, and yet allowing the rails to slide, as will be explained.

The operation is as follows: The springs H hold the rail G in line with the main track, except when a car or train passes on the side track. If a car or train on the side track approaches the crossing in the direction of the arrow, Fig. 1, the gage of the wheels presses the rail P over or swings it into line with the side track, as seen in Fig. 3, Sheet 3, thus compressing the spring H, which again brings the rail G into line with the main track as soon as the side train has passed. When the train upon the side track approaches the crossing in the opposite direction the guard-rail O keeps the wheels in line of the side track, while the wheels on the opposite side pull against the rail G, and thus bring the rail F into line with the side track, as seen, Sheet 2, Fig. 2. As soon as the side train has passed the rubber spring again pushes the rail G into line with the main track.

Having thus described my invention, I claim—

1. An unpivoted switch-rail, sliding at both ends, and alternately moved by the action of the wheels and springs, substantially as set forth.

2. The three adjustable rails F, G, and P, in combination with the springs H and plate E, for the purpose of keeping the main track complete and temporarily swinging the rails to complete the side track, substantially as set forth.

In testimony that I claim the foregoing as my own, I affix my signature in presence of two witnesses.

WM. L. LAMBORN.

Witnesses:

DANIEL BREED,

FRED. G. DIETERICH.