D. POLLOCK.
Railroad-Switch.

No. 199,570. Patented Jan. 22, 1878.

Fig. 1.

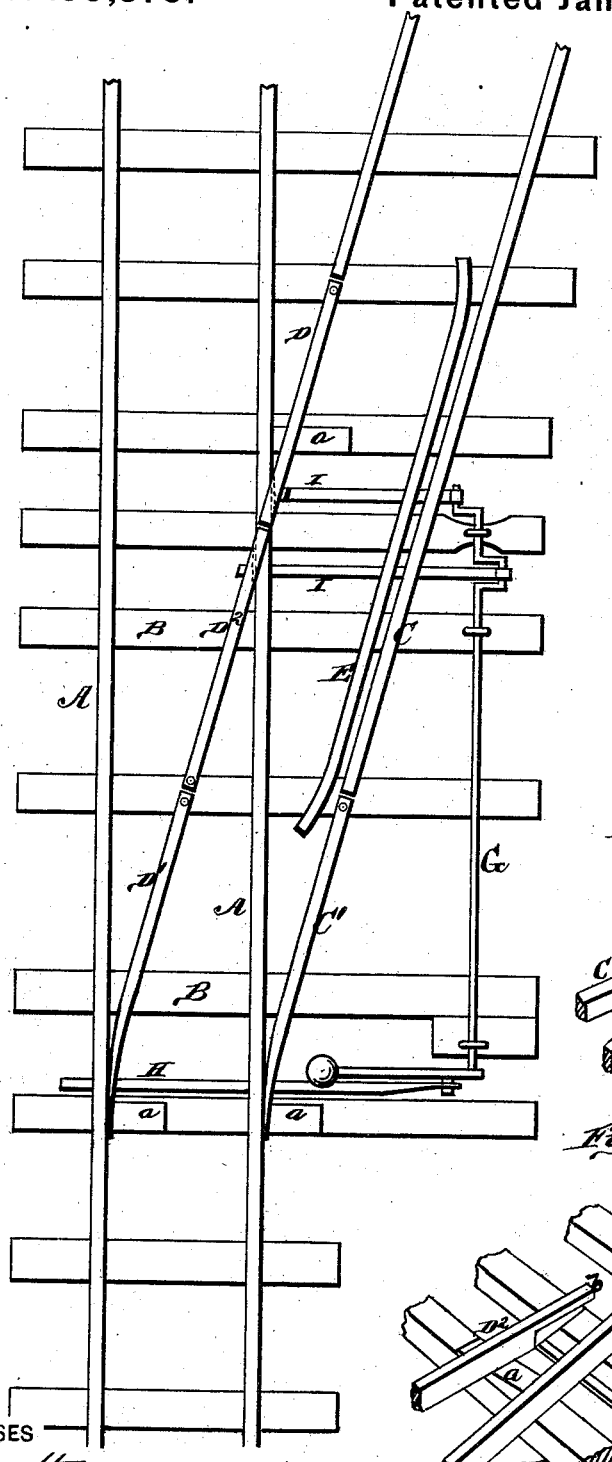


Fig. 3.

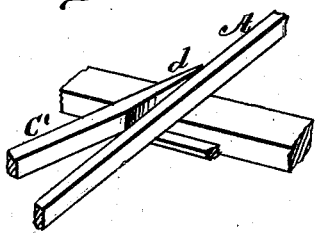
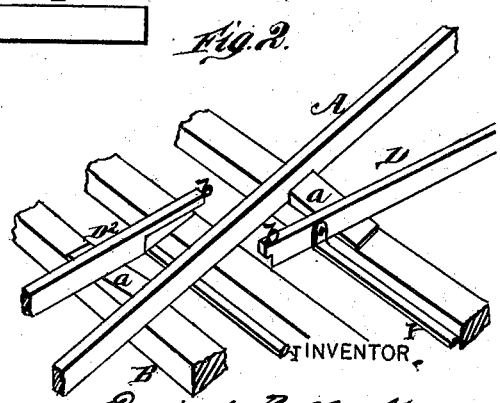


Fig. 2.



WITNESSES

Robert Everett

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UNITED STATES PATENT OFFICE.

DARIUS POLLOCK, OF WOOSTER, INDIANA.

IMPROVEMENT IN RAILROAD-SWITCHES.

Specification forming part of Letters Patent No. **199,570**, dated January 22, 1878; application filed December 22, 1877.

To all whom it may concern:

Be it known that I, DARIUS POLLOCK, of Wooster, in the county of Kosciusko and State of Indiana, have invented a new and valuable Improvement in Railroad-Switches; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a plan view of my railroad-switch, and Figs. 2 and 3 are perspective details of the same.

My invention relates to railroad-switches; and it consists in the construction of the switch-rails so as to overlap the main rail at the crossing, and the operating mechanism, as will be hereinafter more fully set forth.

The annexed drawing, to which reference is made, fully illustrates my invention.

A A represent the rails of the main track, secured in any of the known and usual ways to the ties B B. C is the outside stationary rail of the side track, and C′ is the rail extending from the end of said side rail to the side of the main rail, and arranged on the same plane with the main rails.

Between the two main rails A A are two rails, D^1 and D^2, having their adjoining ends pivoted to one of the ties B. The rail D^2 unites with a rail, D, outside of the main track, and which rail D^1 forms the connection with the inner line of rails of the side track.

The rails C′, D, D^1, and D^2 are the switch-rails, and are all operated simultaneously from a crank-shaft, G, the rails C′ and D^1 being connected with one crank by a bar or rod, H, while the rails D and D^2 are connected by separate rods or bars I I with separate cranks on said shaft. The movable ends of all the switch-rails are supported upon inclined bars or pieces *a a* secured on the ties, so that when the switch is open said ends of the switch-rails will be higher than the main rails.

The adjoining ends of the rails D and D^2 are cut out so as to fit obliquely the sides of the main rail and form tongues *b b*, which overlap the main rail. The movable ends of the rails C′ D^1 are beveled, to come close to the sides of the main rails, and their upper surfaces are made inclined at the ends, as shown at *d*.

When the switch is open the wheels will pass up the inclines formed by the overlapping rails, the outside wheels at once passing over the main rail onto the rail C′, and the inside wheels, running over the elevated ends of the rails D^2 D, also pass over the main rail. Thus I am enabled to dispense with frogs in the main rails.

E is a guide-rail, alongside of the rail C, to prevent the car running off the track while running over the elevated ends of the rails D^2 and D.

What I claim as new, and desire to secure by Letters Patent, is—

The rails C′, D, D^1, and D^2, of the construction described, operated simultaneously by means of the single crank-shaft G and connecting-rods H I I, in combination with the inclined pieces *a* attached to the ties, for the purpose of elevating the switch-rails over the main rail, as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

DARIUS POLLOCK.

Witnesses:

WILLIAM WILLIAMS,

ANDREW POLLOCK.