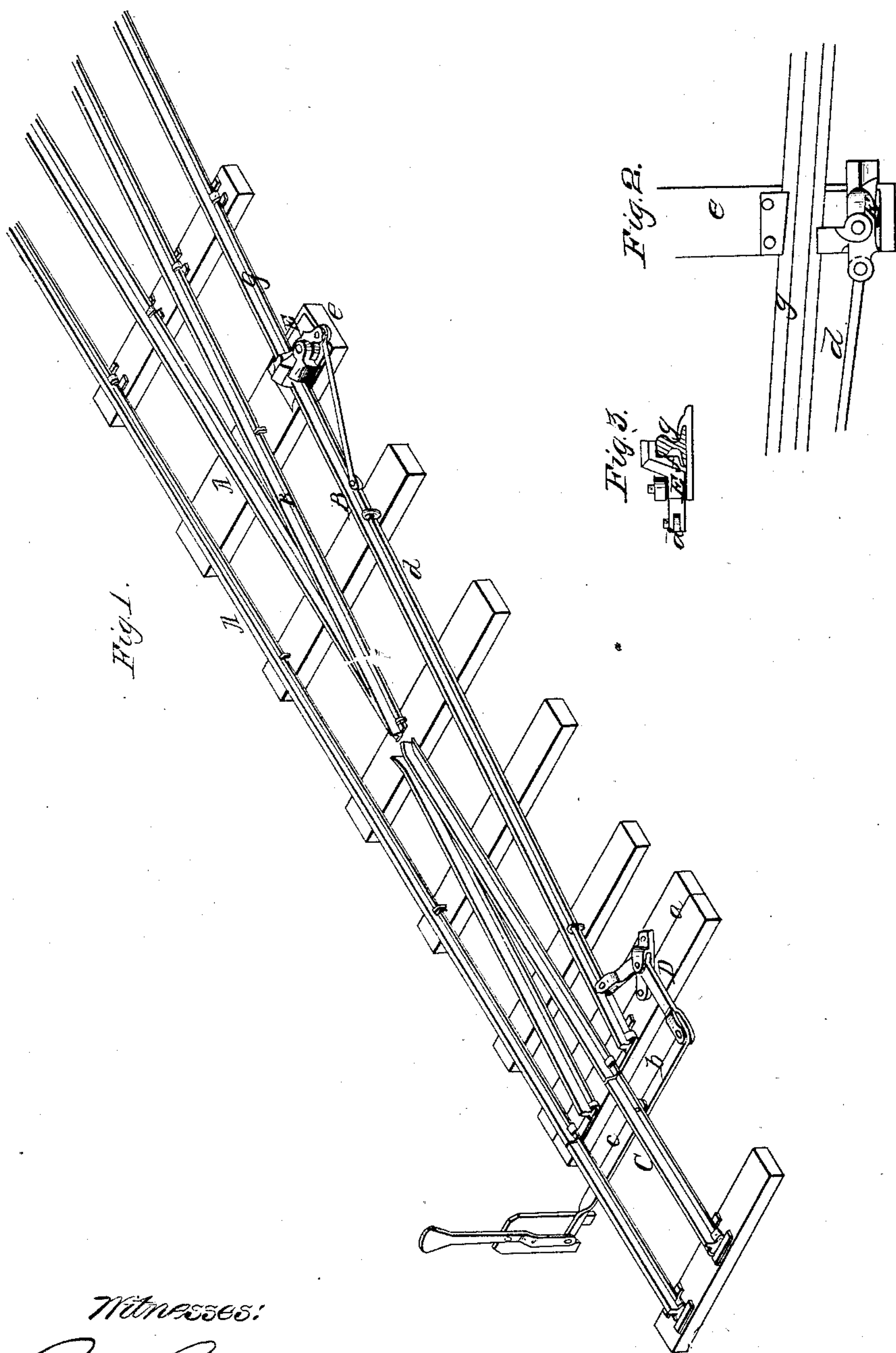


*J. Beachler.*

*Railroad Switch.*

*N<sup>o</sup> 24,839.*

*Patented Jul. 19, 1859.*



*Witnesses:*

*Wm. D. Owen*  
*B. W. Asherton*

*Inventor:*

*John Beachler*



# UNITED STATES PATENT OFFICE.

JACOB BEACHLER, OF ANDERSON, INDIANA, ASSIGNOR TO HIMSELF AND  
J. F. BRICKLEY, OF SAME PLACE.

## RAILROAD-SWITCH.

Specification of Letters Patent No. 24,839, dated July 19, 1859.

*To all whom it may concern:*

Be it known that I, JACOB BEACHLER, of Anderson, in the county of Madison and State of Indiana, have invented a new and Improved Safety Attachment for Railroad-Switches; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, is a perspective view of a railroad switch with my invention applied to it. Fig. 2, a detached plan or top view of my invention with a portion of the rail to which it is applied. Fig. 3, a side view of ditto with the rail bisected transversely.

Similar letters of reference indicate corresponding parts in the several figures.

The object of this invention is to prevent the casual movement of cars on turn outs, so that the cars cannot pass the intersection of the main track and turn out and prove a dangerous obstruction to the main track. It frequently happens that cars,—freight and empty and surplus passenger cars, are switched off on side tracks or turn-outs and if the grade of the turn-out be slightly descending toward the main track the cars are very liable to move back toward the main track, a slight wind or other disturbing cause effecting such result. I obviate this difficulty by placing an obstruction by the side of the turn-out near the switch and connecting the obstruction with the switch in such a way, that when the switch is thrown in line with the turn out the obstruction will be moved free from the turn out and the cars allowed to pass on the turn out and when the switch is moved in line with the main track, the obstruction thrown over one of the rails of the turn out and the cars prevented from casually moving back toward the main track.

To enable those skilled in the art to fully understand and construct my invention I will proceed to describe it.

A, represents the rails of a main track, B, the rails of a turn out and C, a switch. The above parts are constructed and arranged in the usual way and therefore do not require a minute description.

D, represents a bent lever which is pivoted to a sleeper *a*, near the switch C. One end of this lever is connected by a link *b*, with the switch bar *c*, and the opposite end of the lever is connected by a jointed rod *d*, with a bar E, which is pivoted to a sleeper *e*, by the side of the turn out B. The rod *d*, is attached by a pivot to the outer end of the bar E, the inner end being notched or recessed, as shown clearly at *f*, in Fig. 3, so that the inner end of the bar may, when turned in the proper position fit over the rail *g*, of the turn out, as shown in Figs. 1 and 3.

The bent lever D, is so connected to the switch C, and bar E, that when the switch is thrown in line with the main track A, the bar E, which serves as an obstruction or "scotch" will, by means of the bent lever D, and rod *d*, be thrown over the rail *g*, of the turn out, as shown clearly in Fig. 1, and when the switch is thrown in line with the rails of the turn out B, the obstruction or "scotch" E, will be then parallel with the rail *g*, and free from it as shown in Fig. 2.

From the above description it will be seen that when cars are switched off on the turn out B, the projection or "scotch" E, will not interfere with the passage of the cars thereon, and when the cars are on the turn out and the switch moved back in line with the main track, the projection or "scotch" E, will prevent any retrograde movement of the cars and therefore effectually prevent the cars on the turn out from passing over the intersection of the main track and turn out. The main track therefore cannot be obstructed by the retrograde movement of the cars on the turn out and all accidents proceeding from such cause avoided.

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

The obstruction or "scotch" E, applied to the turn out and connected with the switch so as to be operated automatically by the movement of the same substantially as and for the purpose set forth.

JACOB BEACHLER.

Witnesses:

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M. ATHERTON.