

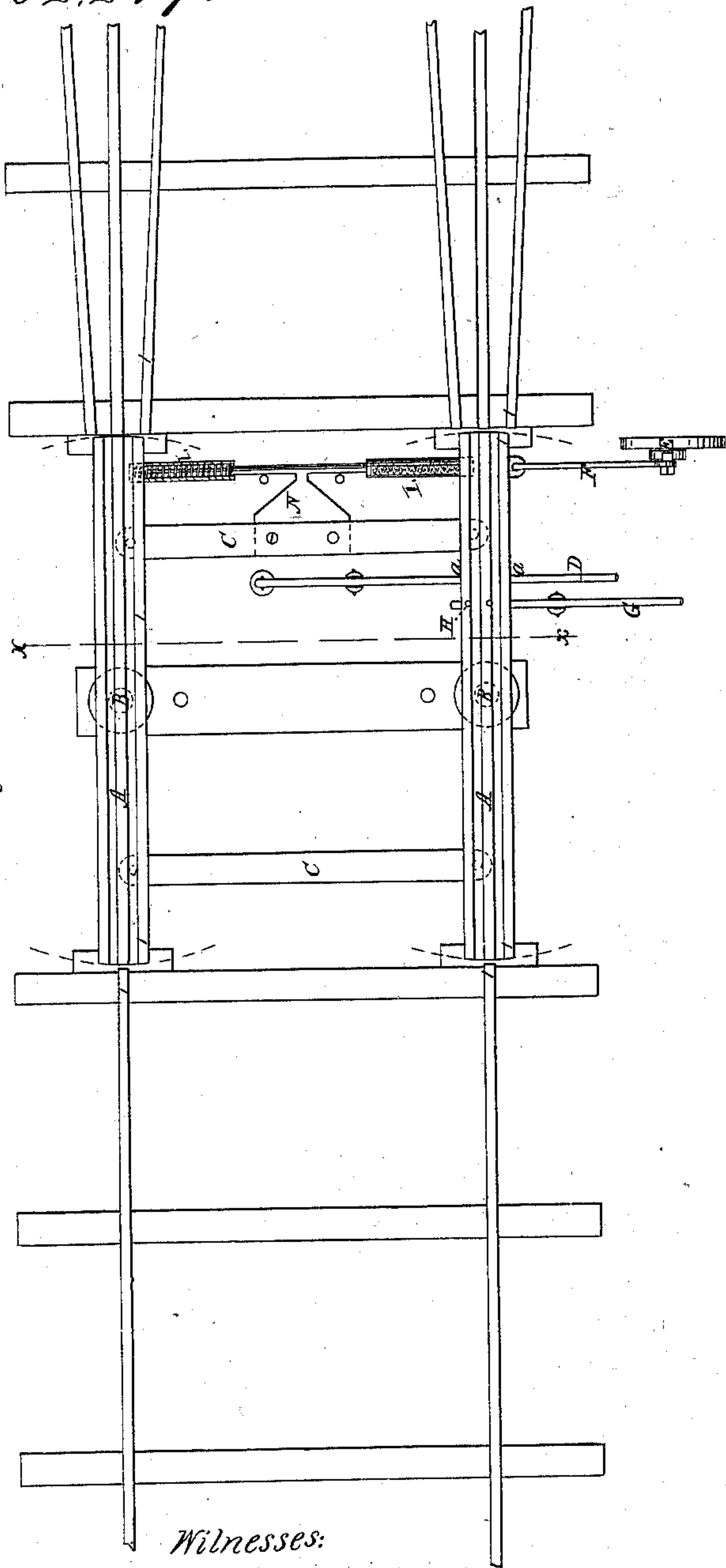
L. S. Packard,

Railroad Switch,

Patented Feb. 19, 1867.

N^o 62,217.

Fig. 1.

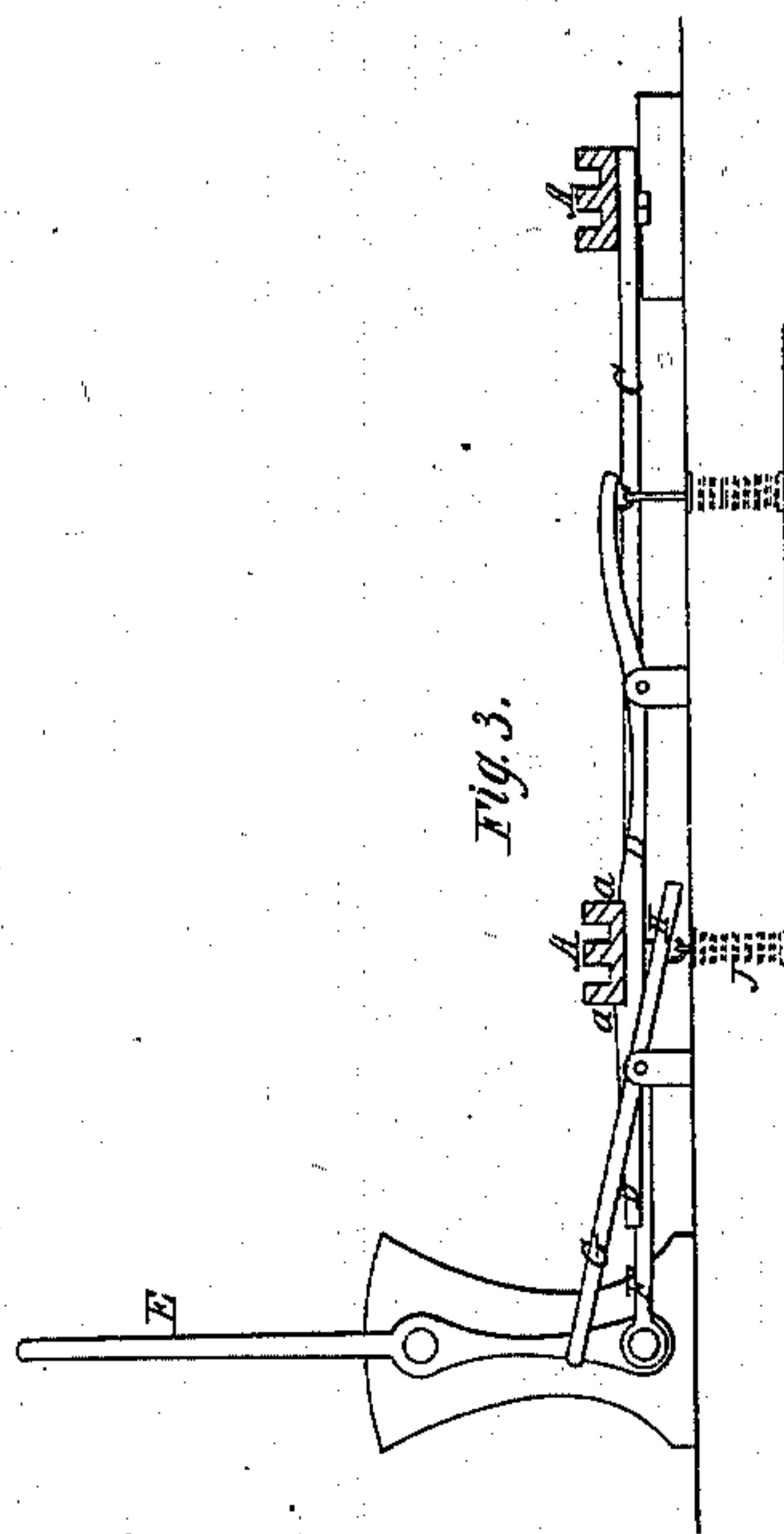


Witnesses:
Alex. F. Robert
J. A. Service.

Fig. 2.



Fig. 3.



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United States Patent Office.

L. S. PACKARD, OF WEST STOCKBRIDGE, MASSACHUSETTS.

Letters Patent No. 62,217, dated February 19, 1867.

IMPROVED RAILROAD SWITCH.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, L. S. PACKARD, of West Stockbridge, in the county of Berkshire, and State of Massachusetts, have invented a new and useful improvement in Self-Adjusting 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 make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan of my improved self-adjusting railroad switch set for main track.

Figure 2 is a side elevation of the same.

Figure 3 is a section through the line *x x* in fig. 1.

Similar letters of reference indicate like parts.

The object of my invention is to simplify the arrangement of a switch, so that it can be easily adjusted to and secured for a branch track on either side of the main track, and also so that when released it will replace itself in position for the main track, as hereinafter more fully described.

A represents my improved switch, made in two parts or sections, consisting of three parallel tracks made in one piece, which swing on pivots, B, in the centre. These tracks are moved parallel with each other by means of the cross-bars C C, which are pivoted near the ends of the movable tracks A. The switch, as shown in the accompanying drawing, is set on the main track.

In order to switch off to the right, press down the lever D, which will unlock the tracks A, by freeing the same from the slot *a* in the lever D. Then push back the lever E toward the track, which lever, E, being attached to a rod, F, fastened to the tracks A, will pull the said tracks A around until the rails 1 1 1 1 meet each other. Then, by pressing with the foot on the lever G, the track thus placed will be held securely by means of a pin, H, on the upper side of the said lever, G, which will enter holes prepared for the reception of the same in the bottom of the tracks A. N denotes a pusher, securely fastened to one of the cross-bars C, which, when the switch is set on the right-hand track, will compress the spring L, so that, when the foot is raised from the lever G, the spring J will pull down said lever, and thereby withdraw the pin from the hole in the bottom of the tracks A. The movable tracks being thus freed will be forced back by the spring L to their original position on the main track.

The great advantage of my invention over others now in use is, first, the very small amount of friction required to be overcome in moving the same from one track to the other; and, secondly, the rapidity with which the switch can be changed; and, thirdly, it will not be liable to get choked up with ice and snow, as the ordinary switches now do.

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

1. The arrangement of a set of parallel tracks A, moving on pivots B, and kept in a parallel position by means of the bars C, when constructed and operating substantially as herein set forth.

2. The combination and arrangement of the rails A, parallel bars C, slotted lever D, pusher N, springs L, rod F, lever E, lever G, pin H, and spring J, as herein shown and described, and for the purpose specified.

The above specification of my invention signed by me this 25th day of October, 1866.

L. S. PACKARD.

Witnesses:

PETER COOKE,
ALEX. F. ROBERTS.