W. Tracy.

Railroad Switch.

No. 62,510. Patented Feb. 26, 1867.

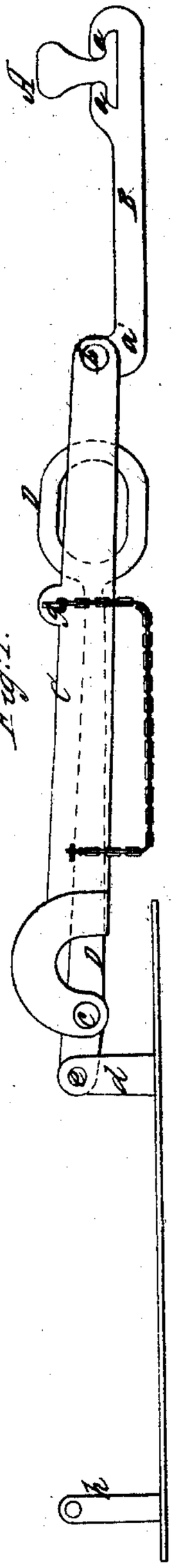

Fig. 1.

Fig. 2.

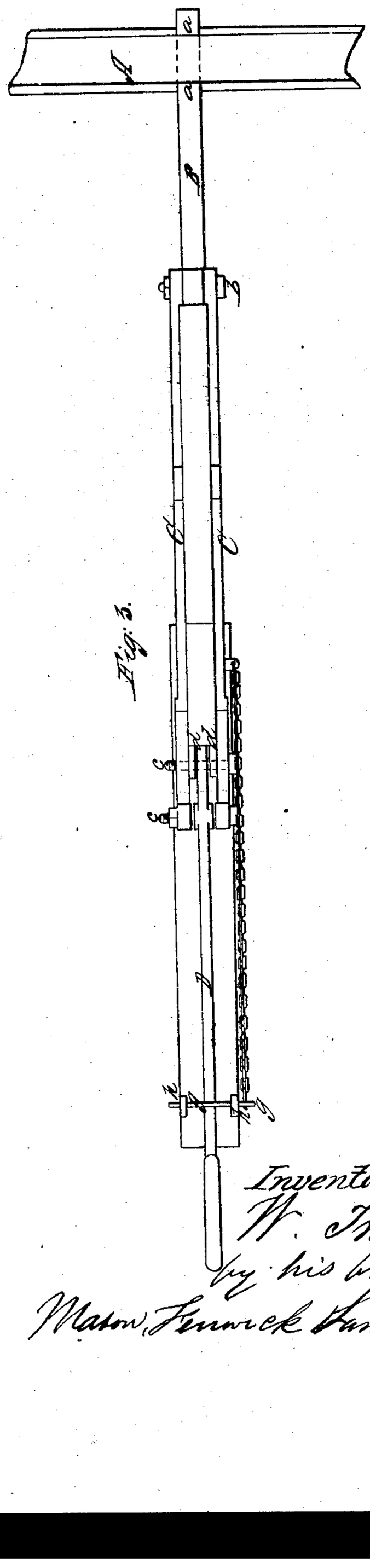

Fig. 3.

Witnesses:

R. Campbell.
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Inventor:
W. Tracy
by his Attys
Mason, Fenwick & Lawrence

UNITED STATES PATENT OFFICE.

WILLIAM TRACY, OF CHICAGO, ILLINOIS.

IMPROVED RAILWAY-SWITCH.

Specification forming part of Letters Patent No. **62,510**, dated February 26, 1867; antedated January 6, 1867.

To all whom it may concern:

Be it known that I, W. TRACY, of Chicago, in the county of Cook and State of Illinois, have invented a new and Improved Railroad-Switch Lock; and I do hereby declare that the following is a full, clear, and exact description thereof, reference bing had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view of the levers for moving the switch-rails locked in one position. Fig. 2 is a similar view showing the levers in an opposite position. Fig. 3 is a plan view of Fig. 2.

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

This invention relates to a new and improved mode of constructing levers which are adapted for moving switch-rails of railroads, whereby such levers are not only prevented from rising by the passing and repassing of trains over the rails, but the weight thus brought upon the rails operates to make the levers lie more closely in place, thus preventing any displacement of the ends of the switch-rails, as will be hereinafter described.

To enable others skilled in the art to understand my invention, I will describe its construction and operation.

The drawings represent the levers applied to but one movable or switch rail. In practice the movable rail A is connected by tie-rods and braces to another rail of the same kind, similar to the well-known railroad-switches.

To the base of the rail A a bar, B, is connected by means of the embracing-jaws *a a*, or in any other suitable manner. This bar extends out at right angles to the rail-section A, and terminates in an elevated portion, *a'*, through which is an eye for receiving a pin, *b*, that forms a pivot-connection for two parallel levers, C C. The opposite ends of these levers C C are arched, as shown in Figs. 1 and 2, and pivoted to a vibrating lever, D, by a transverse pin, *c*. The lever D is pivoted between two standards, *d d*, at *e*, and it has an eye-handle formed on its free end. When the lever D is moved to the position shown in Fig. 1, it can be locked therein by means of a pin, *g*, passed through eyes that are formed on the two levers C C, and when this lever D is moved in the position shown in Fig. 2, it is locked therein by means of the same pin, *g*, passed through the eye-standards *h h*.

The parallel intermediate levers, C C, are constructed with curved or arched ends, for the purpose of allowing them to act with the same freedom on the lever D on each side of the standards *d d*, and these curved ends of the levers C C are pivoted to the lever D a short distance from its fulcrum, at *e*, to allow of the switch-rails being moved from a siding to the main track and back again by adjusting this lever D, as indicated in Figs. 1 and 2. The levers C C are pivoted at their ends nearest the rail A to a bar, B, in the manner above stated, for the purpose of preventing any movement upward being communicated to the switch-lever D when trains pass or repass over the switch.

Contrivances which have hitherto been employed for moving switch-rails are so affected by the passing and repassing of trains over such rails that they allow the rails to become displaced to more or less extent; but by the arrangement which I have herein described no amount of pressure upon any part of the switch-rails will in the least elevate the lever D, but, on the contrary, a pressure upon these rails will have a tendency to cause such lever to lie more firmly in its place, whether it be adjusted on one side or the other of the standards *d d;* and while this is the case with respect to downward pressure upon the switch-rails, it will also be seen that any lateral outward thrust will be resisted by the levers.

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

1. The construction of the intermediate link, C, in combination with the arrangement of the pivot *e* on the support *d*, and the pivot *c* on the lever D, whereby a thrust or a pull upon the switch, when the lever is adjusted to the position shown in Figs. 1 and 2 of the drawings, tends to cause the lever D to retain its position, substantially as described.

2. The combination of the locking-pin *g* with the lever D and links C, all constructed and arranged substantially as described.

WILLIAM TRACY.

Witnesses:

C. D. WOLF,

P. H. WITE.