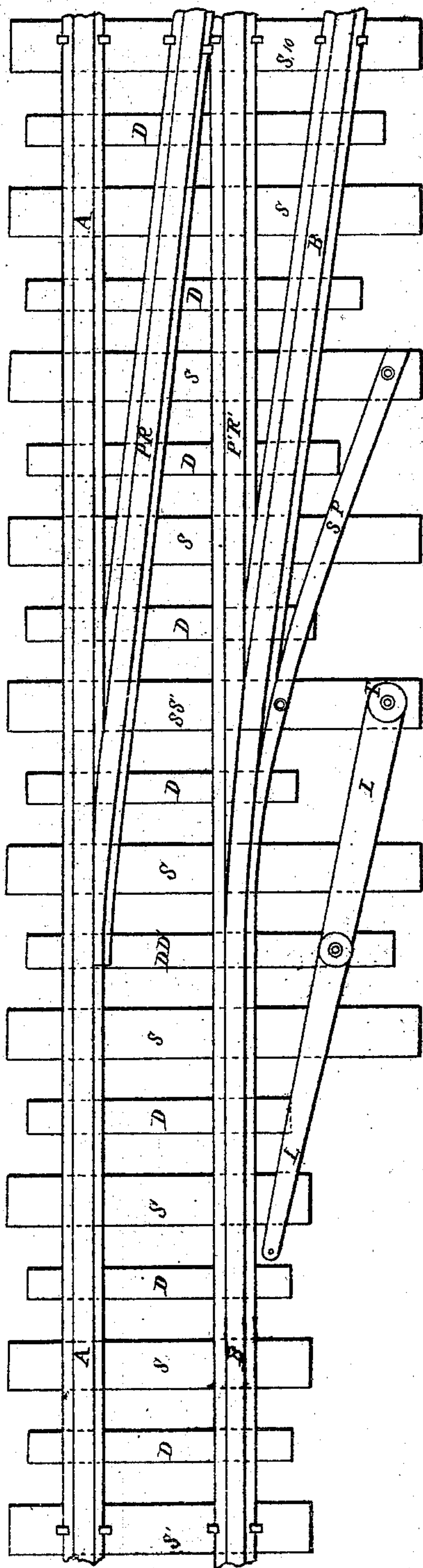


C. W. Jones.

## Railway Switch.

Nº 71308

*Patented Nov. 26, 1867.*



*Witnesses:*

Robert Wilkinson  
Charles R. Oakford.

*Inventor:*

Charles H. Jones  
Jr & Gougeon & Co  
attorneys.

# United States Patent Office:

CHARLES W. JONES, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO  
HIMSELF AND J. S. JARDINE, OF THE SAME PLACE.

*Letters Patent No. 71,308, dated November 26, 1867.*

## IMPROVED RAILWAY-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, CHARLES W. JONES, of the city of Philadelphia, in the county of Philadelphia, in the State of Pennsylvania, have invented a new and useful Improvement in "Railroad Safety-Switches;" and I do hereby declare that the following is a true and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which is shown a plan view of my invention.

The object of my invention is to provide a railroad safety-switch, by means of which, and without using any broken rails on the main track, I can always switch the rails the required distance, and also guide a train either way from the triple track.

To enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

I fasten rails A and B together by means of cross-ties D D D, placed alternately and parallelly between the sleepers or blocks S S, on which the rails are ordinarily set and fastened. L is a lever, having its fulcrum in F on sleeper S S', and fastened on tie D D'. S P is a spring, which will bring rails A and B to their former positions when the operator ceases to act on lever L. Rail B is curved, and forms track with portion of rail P R, as well as rail A forms track with portion of rail P' R'. Rails A and B are therefore unbroken rails the entire length of the road, even when they no longer form with track. The drawing shows how rails P R and P' R' respectively meet rails A and B. It is proper to remark that rails P R and P' R' are both fastened as usual on to sleepers S S S, where they are intended to remain rigidly in the same position, and also that at suitable distance from the points where rails P R and P' R', A and B meet, rails A and B are fastened to the sleeper, say in S 1 and S 10. Now, a train coming up from the single track will be guided either way by springing the two rails A and B by means of lever L the required distance to match the points of rails. And again, if the train comes from the double track, the flange of the wheel will always act as a wedge, and set rails A B either way, when they receive the pressure, to their proper place against rails P R and P' R', thus making a perfect safety-switch with continuous unbroken rails.

Having thus described my invention, what I claim as my invention, and desire to secure by Letters Patent of the United States, is—

A safety-switch, composed of vibrating rails A and B, fastened together by means of mobile cross-ties D D, point rails P R and P' R', lever L and spring S P, the whole combined, constructed, and operated in the manner and for the purpose above set forth and described.

CHAS. W. JONES. [L. S.]

Witnesses:

CHARLES H. EVANS,  
J. H. BAUDEN.