

W. I. Yantis.

R. R. Switch.

No 90,803. Patented Jun 1, 1869.

Fig: 1.

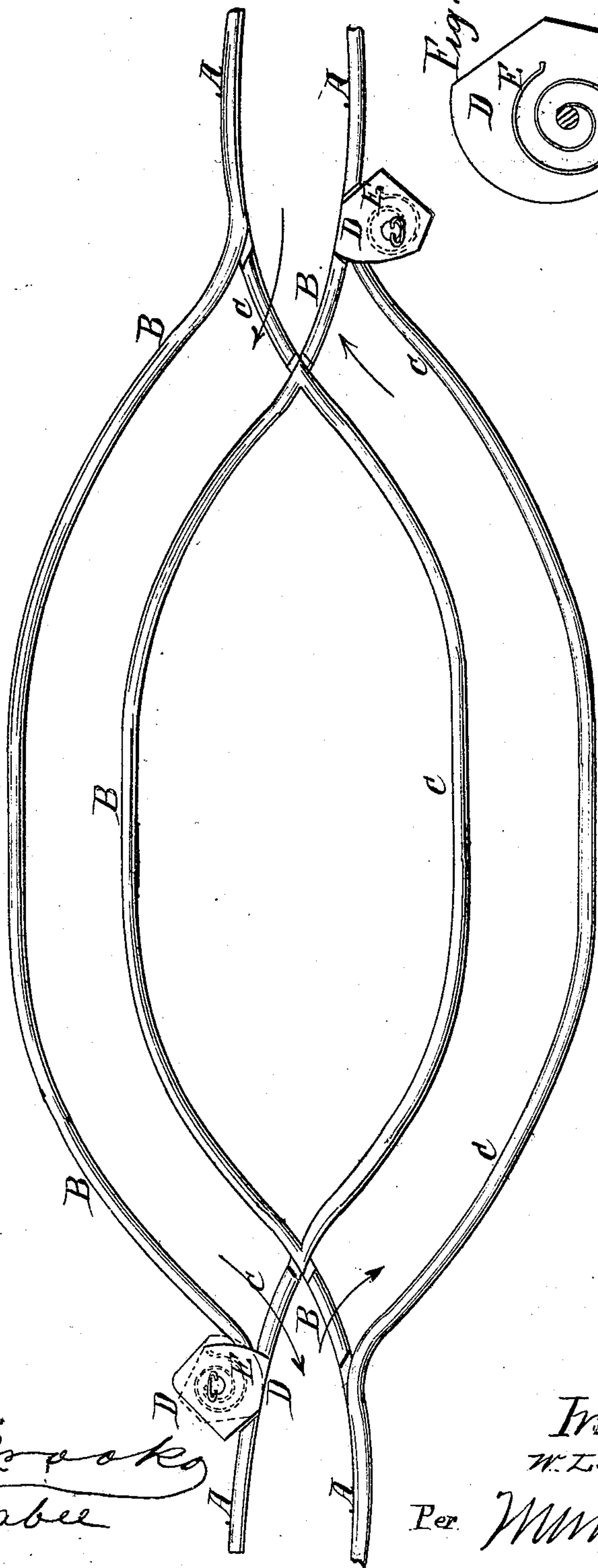
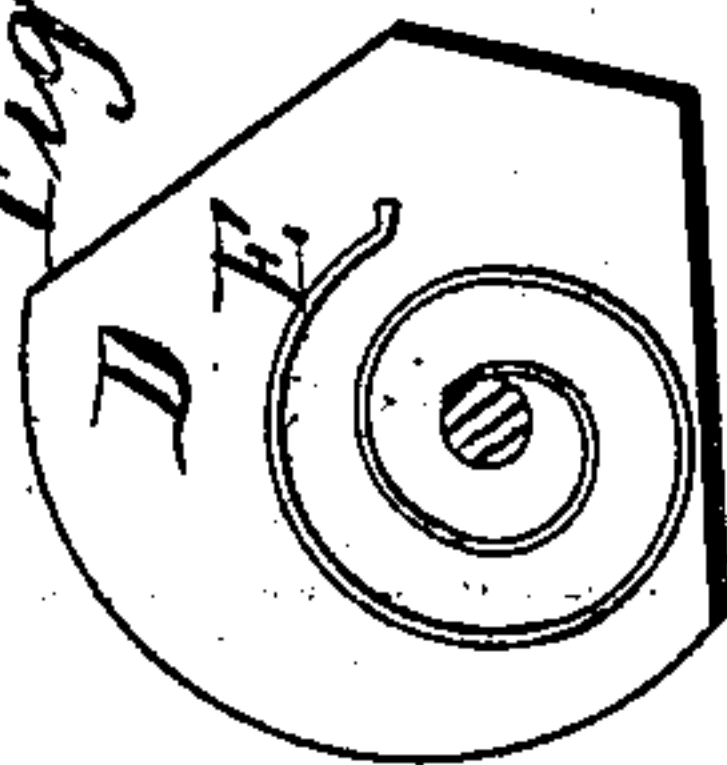


Fig: 2.



Witnesses.
Geo. W. Mabey

Inventor
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Per Wm. C. Atty's

United States Patent Office.

WILLIAM L. YANTIS, OF BROWNSVILLE, MISSOURI.

Letters Patent No. 90,803, dated June 1, 1869.

SELF-ADJUSTING SWITCH FOR STREET-CARS.

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, WILLIAM L. YANTIS, of Browns-ville, in the county of Saline, and State of Missouri, 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 drawing, forming part of this specification, in which—

Figure 1 represents a portion of a railroad-track to which my improved switch has been attached.

Figure 2 is a view of the under side of my improved switch-block.

Similar letters of reference indicate corresponding parts.

My invention has for its object to improve the construction of switches or turnouts, so that they may be self-operating, not requiring the service of a switchman, and, at the same time, may be safe and reliable, being always in proper position; and

It consists in the switch-blocks, constructed and operating in the manner hereinafter more fully described.

A represents the rails of the main track;

B represents the rails of the switch-track, upon which the cars pass when moving from right to left; and

C represents the rails of the track upon which the cars pass when moving from left to right.

Each rail is notched where the rails of the other track cross it, to allow the flanges of the wheels to conveniently cross, as shown in fig. 1.

In the angle where the branch tracks meet the main track, is pivoted a block, D, which is made in about

the form shown in the drawings, varying slightly, according as the curve is more or less sharp.

The blocks D rest upon and are pivoted to bed-plates or washers securely attached to suitable supports.

The blocks D are provided with coiled or other springs, E, the form or kind of which is immaterial, and which are designed to be so connected with the blocks D as to hold the said blocks in position to guide the cars to the right-hand switch-track, as they approach the switch from either direction.

As the cars pass from the switch to the main track, in either direction, the flanges of the wheels strike against the block D, and push it around into the position shown in red in fig. 1, allowing the cars to pass on unobstructed.

As soon as the block D has been released from the car-wheel, the spring E revolves it back to its former position.

With switches constructed in accordance with this invention, no switchman is required, and, at the same time it will be impossible for the cars to take the wrong direction, thus making them entirely safe.

Having thus described my invention,

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

The pivoted switch-block D, constructed substantially as herein shown and described, and provided with a coiled or equivalent spring, in combination with the rails of the main and switch-tracks, as and for the purpose set forth.

WILLIAM L. YANTIS.

Witnesses:

MASON BROWN,
G. S. REMBERT.