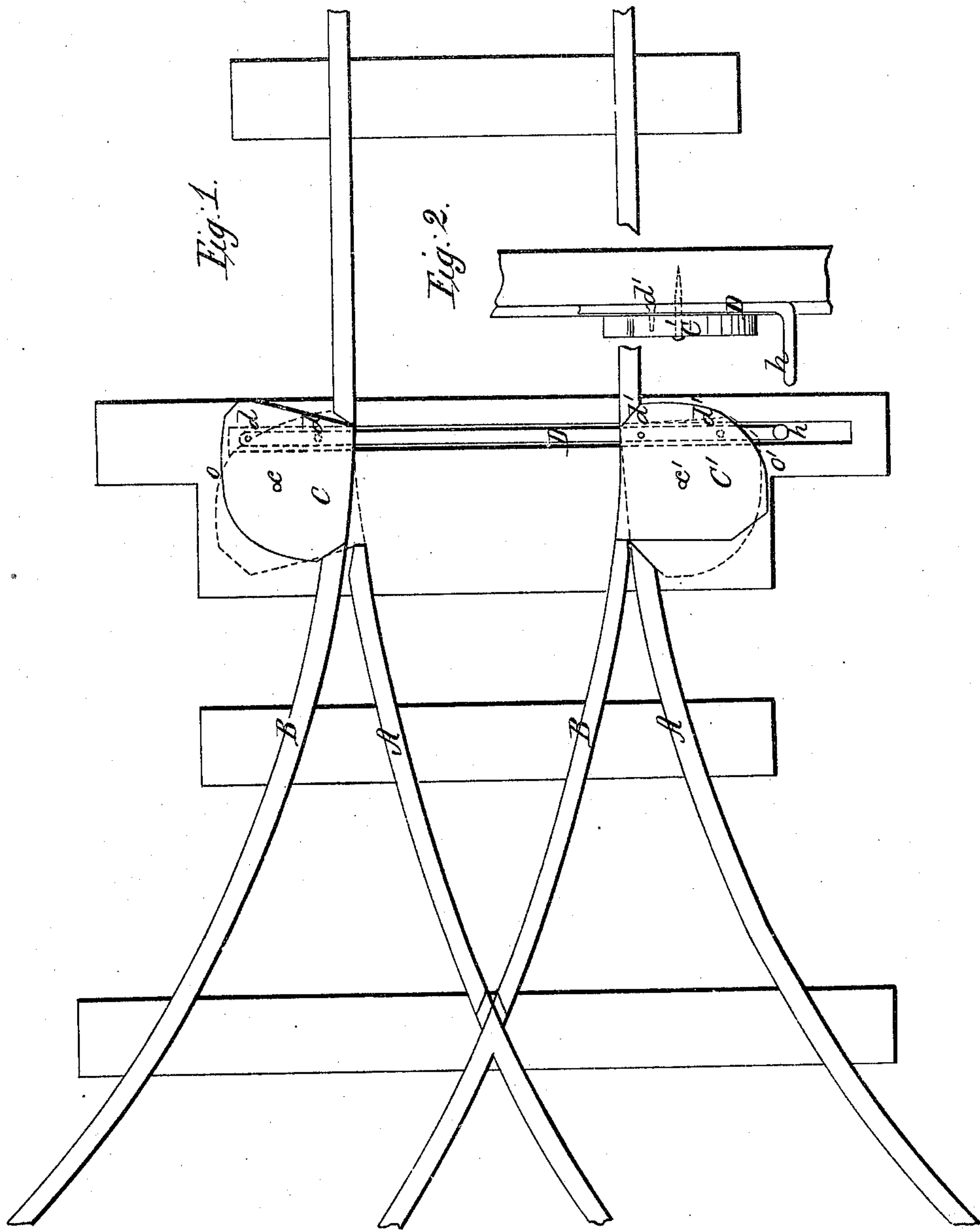


W. L. Yantis,

Railway Switch.

No. 97,334.

Patented Nov. 30, 1869.



Witnesses;

*Sam'l S. Boyd
Lewis Myers*

Inventor;

W. L. Yantis.

United States Patent Office.

WILLIAM L. YANTIS, OF BROWNSVILLE, MISSOURI.

Letters Patent No. 97,334, dated November 30, 1869.

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, WILLIAM L. YANTIS, of Browns-ville, Saline county, State of Missouri, have invented a new and useful Improved Railway-Switch, of which the following is a full, clear, and exact description, reference being had to the annexed drawing, making a part of this specification, in which—

Figure 1 represents a plan of a track, having my invention attached.

Figure 2 represents a side elevation of a portion of same.

Similar letters indicate like parts.

The object I have in view is to provide a safe and easily adjustable switch, operating without requiring the rails to be moved, and is an improvement on the adjustable switch, for which Letters Patent of the United States were granted me on the 1st day of June, 1869, and numbered 90,803.

A represents the main track, and B the "siding."

At the point of divergence I place two blocks C C', of the shape as shown pivoted at *c c'*, to a bed-plate, and connected by a rod, D, at *d d'*, this rod terminating in a crank-arm, *h*, figs. 1, 2.

If desired, to render the blocks C C' more firm, and effectually resist all lateral pressure of the wheels, a brace may be placed at the points *o o'*, against which

the blocks will bear in the whole of their revolution, as they are segments of circles, having the points *c c'* as centres.

When desired to change the switch, by simply working the arm *h*, the blocks revolve on their centres, and assume the positions indicated by the dotted lines, they being made to turn just enough to bring one of their straight edges in line with the tracks.

Notches, of course, are cut in the rails, at the points of crossing, and where they again meet, another set of blocks is placed.

By this device, trains may pass in either direction, and from one track to the other indiscriminately, which was not the case with my track and switch above referred to: This, of course, is not self-operating, but requires the attention of a switchman.

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

The block C C', constructed substantially as described, in combination with the rod D and the rails of the main and switch track, all arranged and operating substantially as and for the purpose specified.

WM. L. YANTIS.

Witnesses:

SAML. S. BOYD,
LEWIS MYERS.