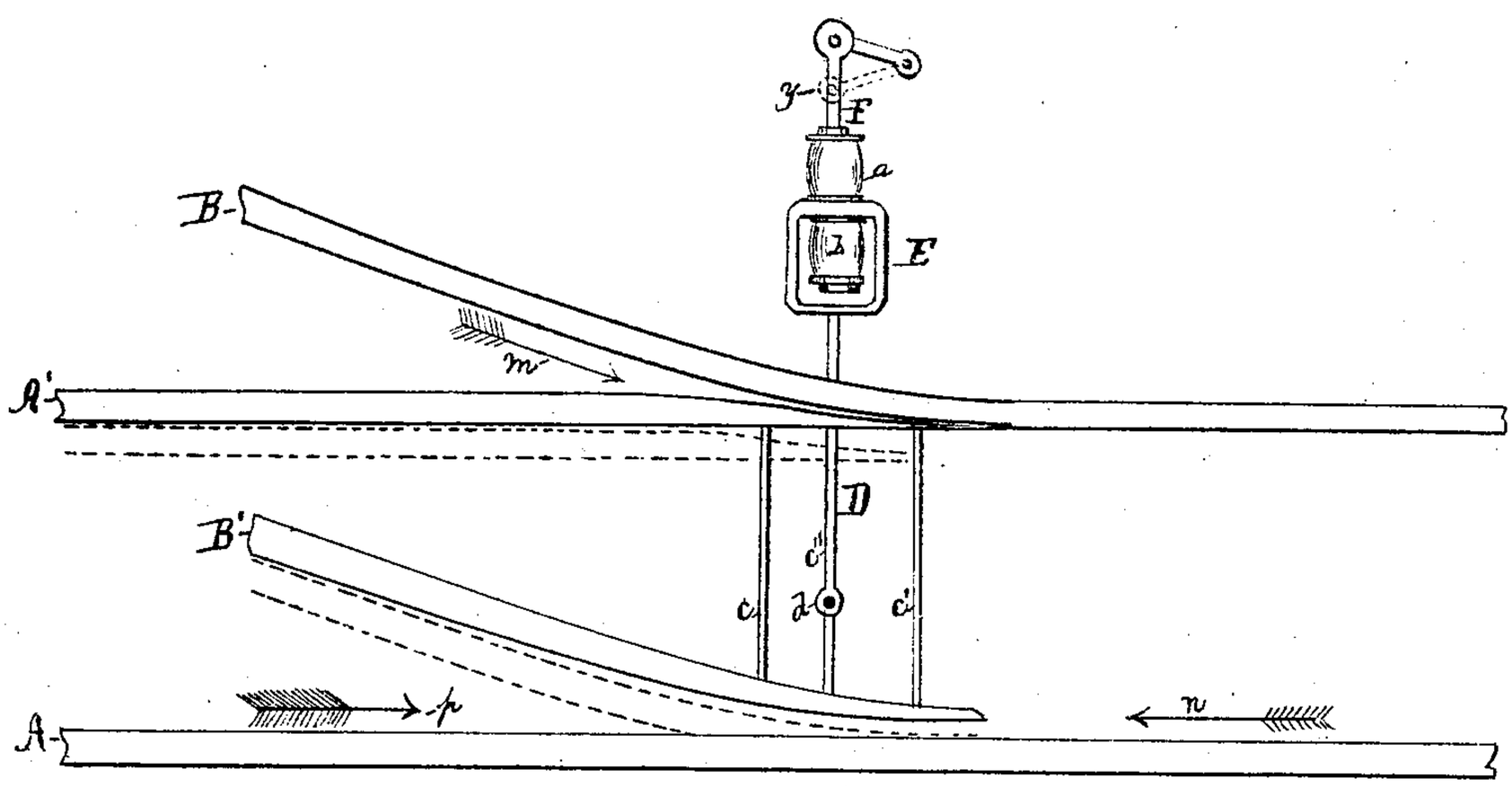
D. ROWE.

Improvement in Self-Acting Switches.

No. 132,218. Patented Oct. 15, 1872.

Fig. 1.



WITNESSES:

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UNITED STATES PATENT OFFICE.

DAVID ROWE, OF JACKSONVILLE, ILLINOIS.

IMPROVEMENT IN SELF-ACTING SWITCHES.

Specification forming part of Letters Patent No. **132,218**, dated October 15, 1872.

To all whom it may concern:

Be it known that I, DAVID ROWE, of Jacksonville, in the county of Morgan and State of Illinois, have invented a new and useful Self-Acting Railroad Safety-Switch; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

This invention relates to that class of switches which are held in one position to keep the main line open by means of springs, which yield when necessary to permit the passage of a train from a side track onto the main line; and consists in the peculiar construction employed to hold the rubber springs in place, as will be fully described hereinafter.

In the drawing a plan view of my improved switch is represented.

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

A A′ represent the rails of the main line, B B′ those of the switch line, A′ and B′ being the movable rails, tapered down to flat points at their vibrating extremities, as shown in Fig. 1, and connected by cross-rods *c c′ c″*. The cross-rod *c″* is provided with an eye, *d*, in which works the extremity of a rod, D, which extends laterally toward the crank or lever of an ordinary switch-stand and terminates in an oblong link or stirrup, E, the latter being connected with the crank or lever of the switch-stand by a rod, F.

It will be observed that the end of the rod F is furnished with nuts and washers, having between them rubber springs *a* and *b*.

The operation of this device is somewhat as follows: When the main line is open the position of the switch points is as shown in full lines in the drawing, and it will be here observed that though in this position access to the switch line from the main line is impossible, yet cars may be moved from the switch line to the main line, the points being operated automatically by the flanges of wheels. This will be understood by supposing the arrow *m* in the drawing to represent the flange of a wheel in position and its moving direction. Now, when the flange reaches the point of convergence of the two rails A′ and B the spring *b* yielding to the force thus exerted between the two rails, the points A′ and B′ are moved into the position shown in dotted lines and so held until the wheels have passed through, after which they return to their places by the action of the spring *b*.

I do not broadly claim the employment of springs to hold movable rails in place; but

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

The combination of the rod D having stirrup E with the rod F having nuts and washers, as described, and the rubber springs *a* and *b*, all substantially as and for the purpose set forth.

This specification signed and witnessed this 20th day of March, 1872.

DAVID ROWE.

Witnesses:

WILLIAM H. STOECKEL,

SMITH M. TITUS.