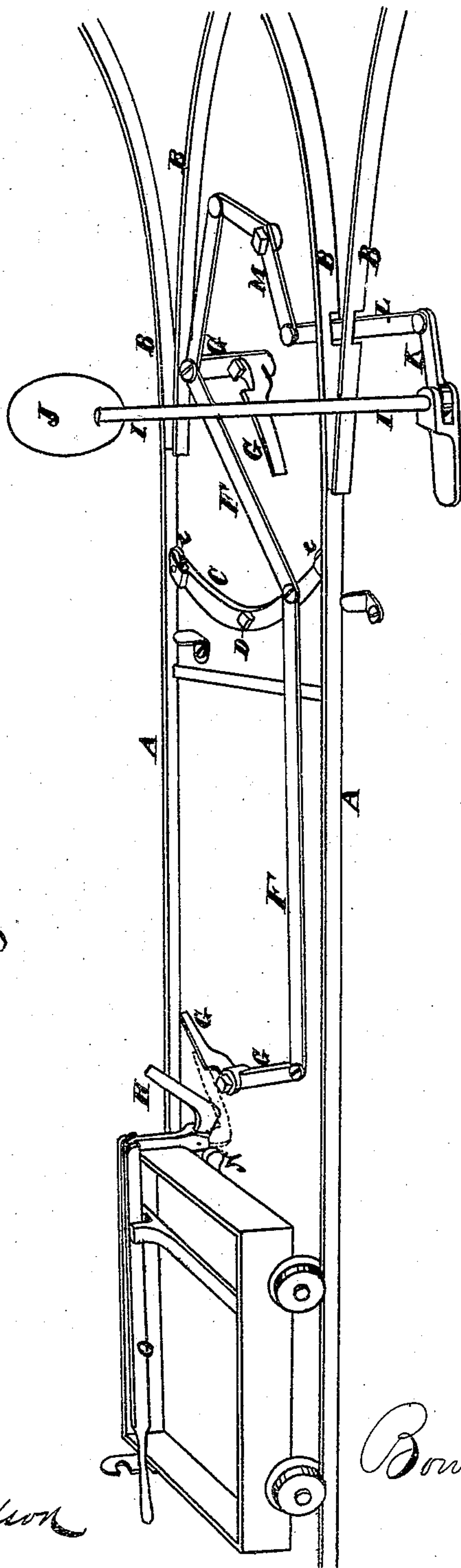


B. PIERRE.
Railroad Switches.

Patented July 21, 1874.

No. 153,373.

Fig. 1.



Witnesses
Geo. L. Boone
E. M. Richardson

Inventor
Bongin. Pierre,
by Neway & Co
attys

UNITED STATES PATENT OFFICE.

BOURGIN PIERRE, OF OAKLAND, CALIFORNIA.

IMPROVEMENT IN RAILROAD-SWITCHES.

Specification forming part of Letters Patent No. **153,373**, dated July 21, 1874; application filed May 26, 1874.

To all whom it may concern:

Be it known that I, BOURGIN PIERRE, of Oakland, Alameda county, State of California, have invented an Automatic Switch for Railways; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention without further invention or experiment.

My invention relates to an improved device for operating railway-switches; and it consists in a novel combination of levers, which are operated by an arm projecting from the approaching car, so as to insure its passing upon the right track.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a perspective view of my improved switch.

A A are the throw-rails of a line of track, and B B are the main or fixed rails. Between the rails are placed the levers and the connecting-rods for operating them. The throw-rails are operated by a lever, C, which turns about a central pivot, D. Friction-rollers *e e* are fixed in the ends of this lever, and when the lever is curved one end will operate to force the rails over to one side, and the other end to the other side.

In order to operate this lever by the approaching train, a connecting-rod, F, extends to a point at some distance from the switch, and is attached to a lever, G, which also lies between the rails and is pivoted at its center. One end of this lever is sufficiently high above the ground to be struck by the arm H, which is secured to some part of the approaching train. This operates to throw the rails A over and thus make the desired connection at the tracks B B. The arm H may be elevated or turned to one side so as not to strike the lever, being hinged, as shown at N, and operated by the lever O upon the car, or in any other suitable manner.

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

The double lever C, having an axis, D, and united by connecting-rods F to the levers G, in combination with the adjustable arm H upon the train, the whole constructed to operate substantially as and for the purpose described.

In witness whereof I hereunto set my hand and seal.

BOURGIN PIERRE. [L. S.]

Witnesses:

JNO. L. BOONE,

C. M. RICHARDSON.