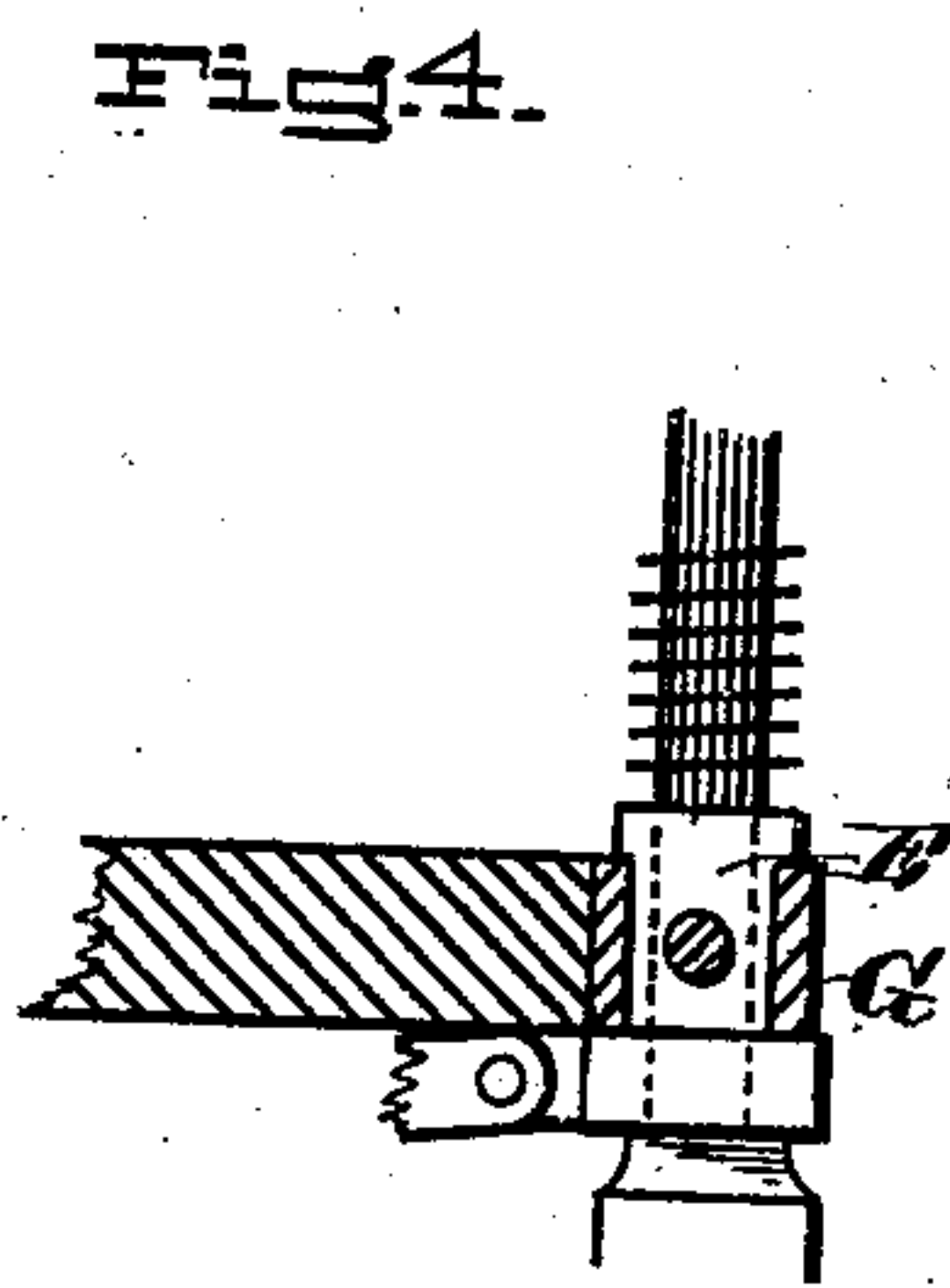
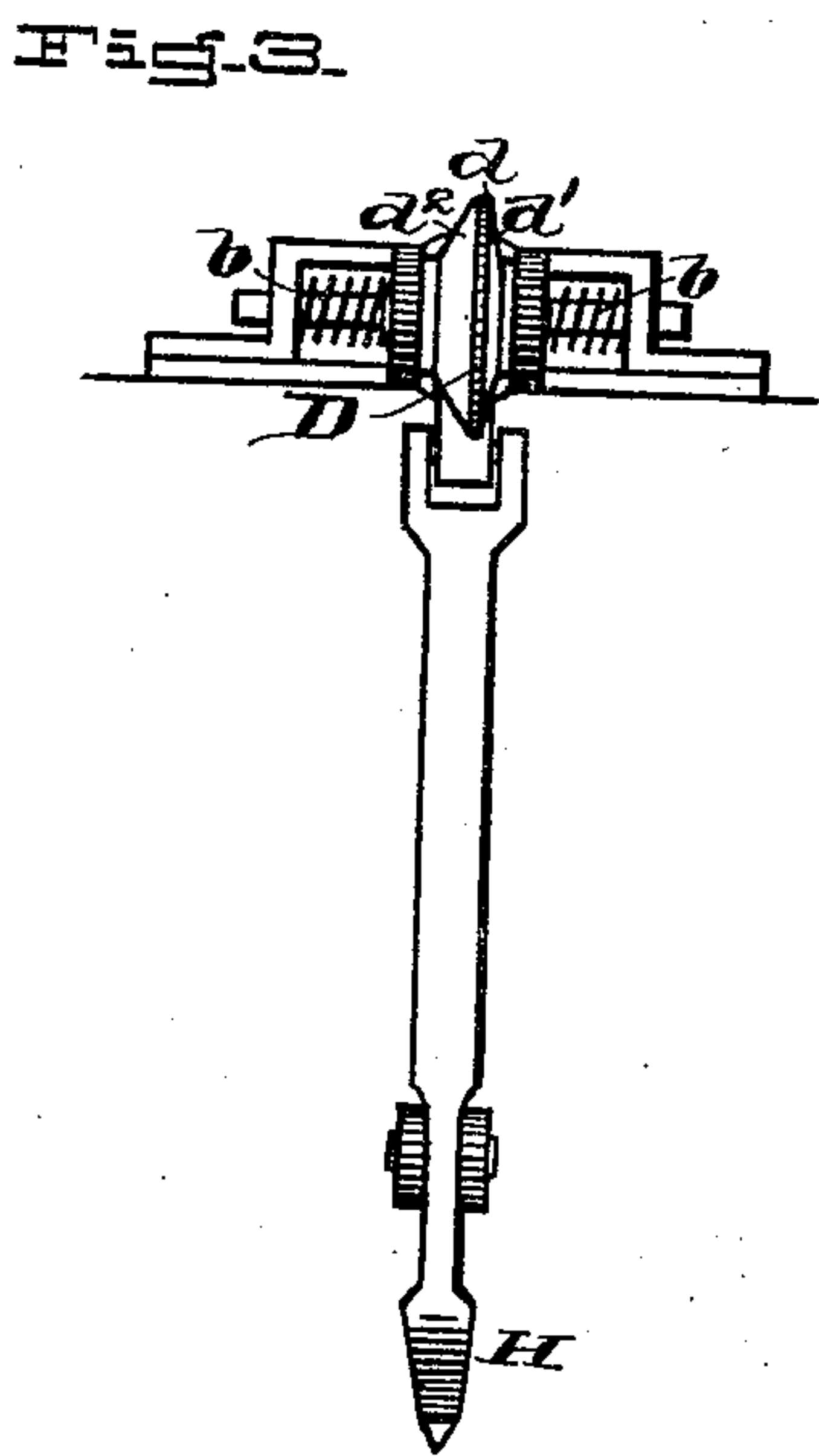
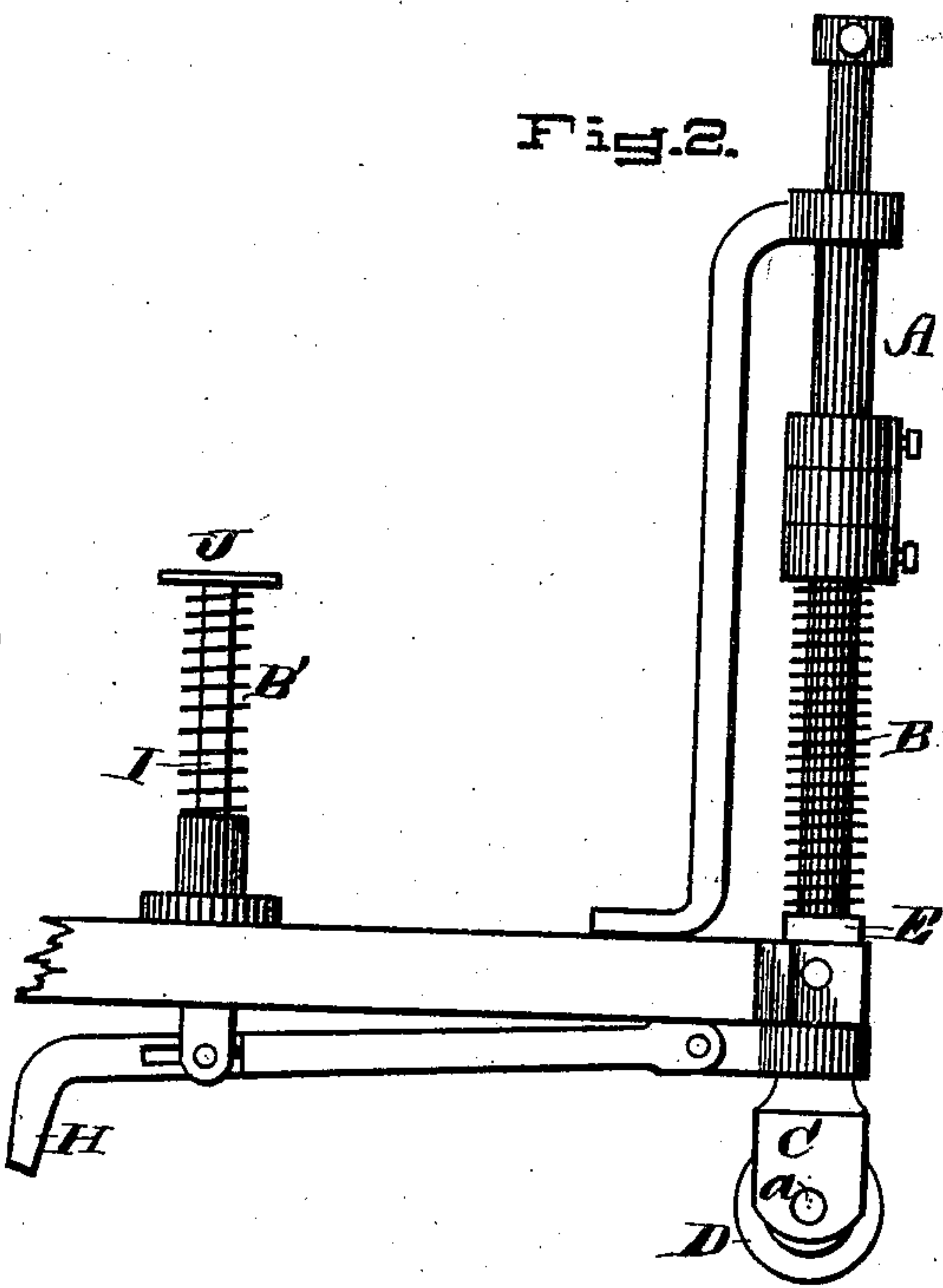
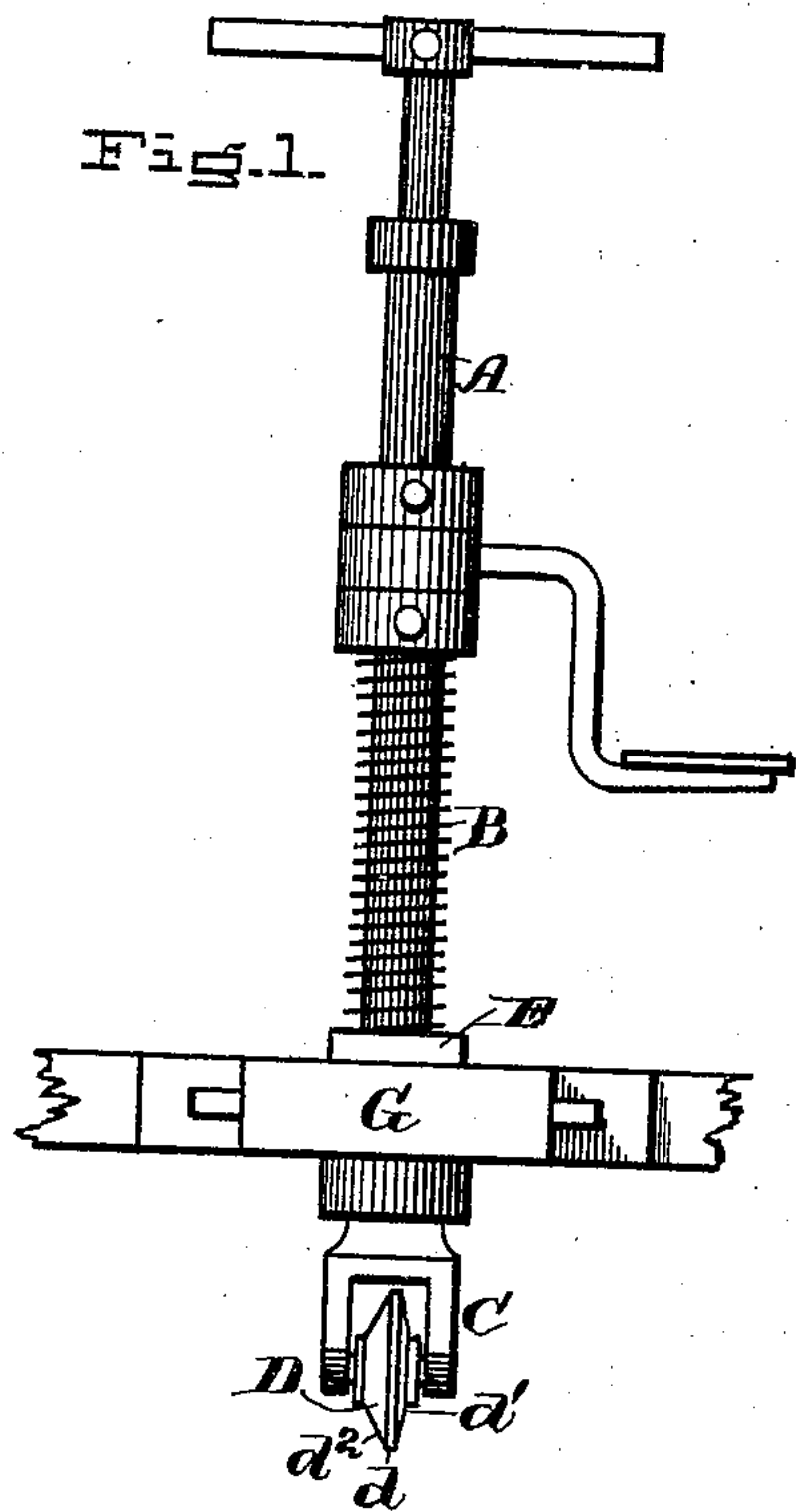


T. F. CORRY.  
 DEVICE FOR OPERATING RAILROAD SWITCHES.  
 No. 181,523. Patented Aug. 29, 1876.



WITNESSES:  
*Jas. F. Duhamel,*  
*N. B. Brown*

INVENTOR:  
*T. F. Corry.*  
 PER  
*H. J. Abbot.*  
 ATTORNEY.

# UNITED STATES PATENT OFFICE.

THOMAS F. CORRY, OF COVINGTON, KENTUCKY.

## IMPROVEMENT IN DEVICES FOR OPERATING RAILROAD-SWITCHES.

Specification forming part of Letters Patent No. **181,523**, dated August 29, 1876; application filed June 15, 1876.

*To all whom it may concern:*

Be it known that I, THOS. F. CORRY, of Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Device for Operating Railroad-Switches, of which the following is a specification:

The nature of my invention consists in the construction and arrangement of a device for automatically operating the switch-tongues of street-railroads, and is designed as an improvement upon the Letters Patent granted to me May 23, 1876, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which forms a part of this specification, and in which—

Figure 1 is a front elevation. Fig. 2 is a side elevation. Fig. 3 is a bottom view. Fig. 4 is a detail view.

A represents the vertical shaft, surrounded for a portion of its length with a spiral spring, B, for holding the same in an elevated position, as described in my former patent above referred to.

The lower end of the shaft A is forked, as shown at C, and in the fork is placed a wheel, D, operating upon a journal-pin, *a*. The circumference of the wheel D is beveled to form one long incline,  $d^1$ , and one short incline,  $d^2$ , with the bearing-point  $d$  to one side of the center of the fork. By this construction of the wheel, it will, without aid from the operator, take an angular direction when applied to the surface of the rail until impeded by the side of the rail, when it will resume a direction parallel to the rail.

The shaft A passes through a box, E, placed in the center of a case, G, and having a spiral spring, *b*, on each side to support it laterally in such central position.

This device allows the wheel to occupy the position required by any unevenness in the

roadway, or to give way to any obstruction by elasticity, thus removing the obstacle struck without damage to either shaft or wheel, if such obstacle be not permanent on the roadway. Thus when the wheel D strikes a switch-tongue the bevel side  $d^1$  will be faced to the tongue, which will thereby be forced over so as to allow the wheel of the car to pass through.

The device is operated by the driver in the same manner as described in my former patent.

To clean curves or remove obstacles from the same I use a plow, H, supported by a pendant, I, in position clear of the track when not in use, and also sustained thereby while being applied, or the plow may be detached and operated separately.

The apparatus is raised up by the spiral spring B', and forced down by the operator stepping upon the step J; or it may be operated by a lever separately without the use of a spring.

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

1. In an automatic switch-turning apparatus for street-cars, the wheel D, having its face beveled, with a long incline,  $d^1$ , and short incline,  $d^2$ , substantially as shown and described.

2. The combination, with the shaft A, carrying the wheel D, of the box E, case G, and spring *b b*, constructed and arranged substantially as and for the purposes set forth.

3. The plow H, in combination with pendant I, step J, and spiral spring B', substantially as and for the purposes hereinbefore set forth.

In testimony that I claim the foregoing as my own I affix my signature in the presence of two witnesses.

THOMAS F. CORRY.

Witnesses:

GEORGE W. McDANNOLD,  
WILLIAM METCALFE.